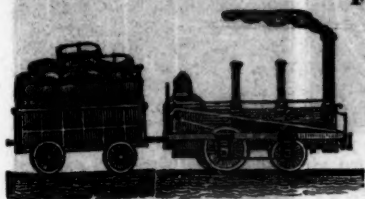


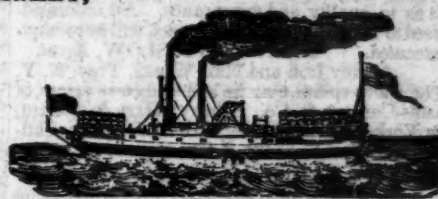
AMERICAN RAILROAD JOURNAL, AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



ESTABLISHED 1831.



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THURSDAY, AUGUST 28, 1845.

[WHOLE No. 478, VOL. XVIII.]

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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J. F. WINSLOW, Albany Iron and Nail Works, Troy, N. Y. (See Adv.)

TROY IRON AND NAIL FACTORY, H. Burden, Agent. (See Adv.)

ROGERS, KETCHUM & GROSVENOR, Paterson, N. J. (See Adv.)

S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)

NORRIS, BROTHERS, Philadelphia, Pa.

KITE'S Patent Safety Beam. (See Adv.)

IRON MERCHANTS and IMPORTERS.

DAVIS, BROOKS & Co., N. Y. (See Adv.)

A. & G. RALSTON & Co., Philadelphia, Penn. (See Adv.)

THOMAS & EDMUND GEORGE, Philadelphia. (See Adv.)

W. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.

PLAN

MESSRS. EDITORS.—

As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

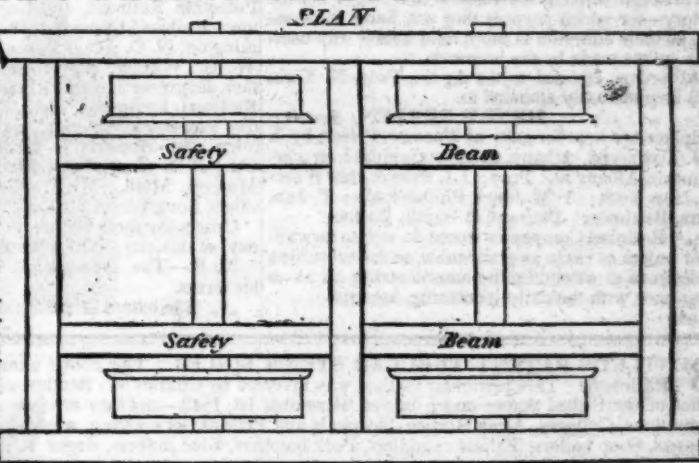
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

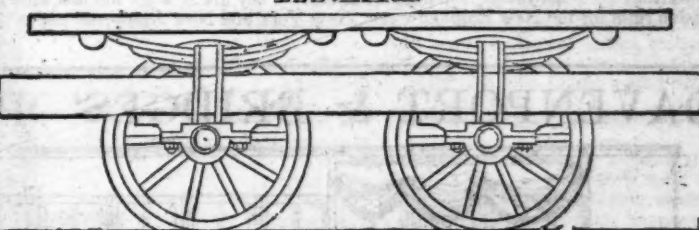
GEORGE CRAIG, Superintendent,

A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

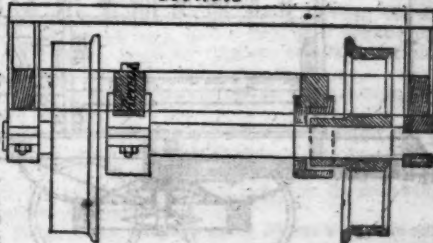
JAMES ELLIOTT, Sup. Motive Power,
W. L. ASHMEAD, Agent.



ELEVATION



Section



PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. **JOHN F. WINSLOW, Agent.**

Albany Iron and Nail Works, Troy, N. Y.
The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merriett, New York; J. H. Whitney, do.; E. J. Eting, Philadelphia; Wm. E. Coffin & Co., Boston. ja45

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.
Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

*** Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand. ja45

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved **SPARK ARRESTER**, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

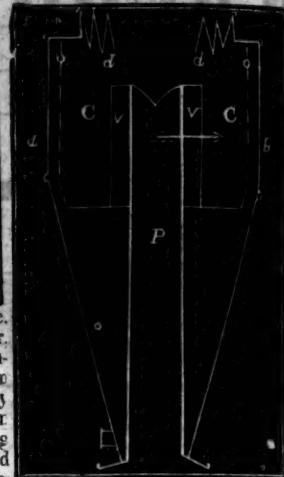
These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendent Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendent Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

*** The letters in the figures refer to the article given in the *Journal* of June, 1844. ja45

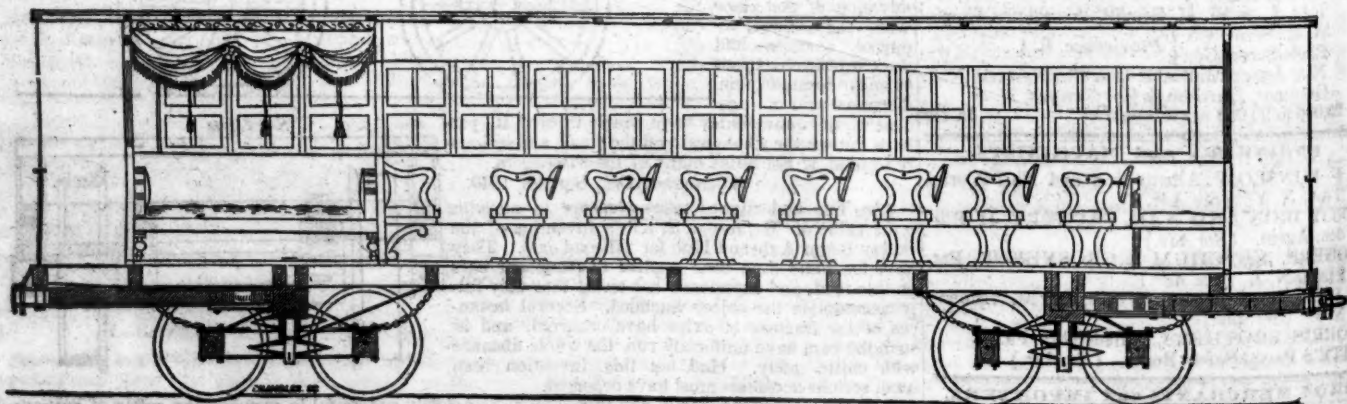


BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

The article is complete in itself, occupies but little space, is perfectly portable, and requires no brick work, not even to stand upon. It is valuable, not only in the saving of time and labor, but in the economy of fuel, as it has been ascertained by accurate measurement, that the saving in that article is fully two-thirds over other methods heretofore in use. They are now for the first time introduced into New York and Boston by the subscriber, who has the exclusive right for the New England states, New York and New Jersey, and are manufactured by

CURTIS & RANDALL, Boston; and by
FORCE, GREEN & CO. New York.

DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They also furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually executed and forwarded to any part of the country. Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
by **A. & G. RALSTON**
Mar. 20th 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.
ANDREW C. GRAY,
ja45 President of the Newcastle Manuf. Co.

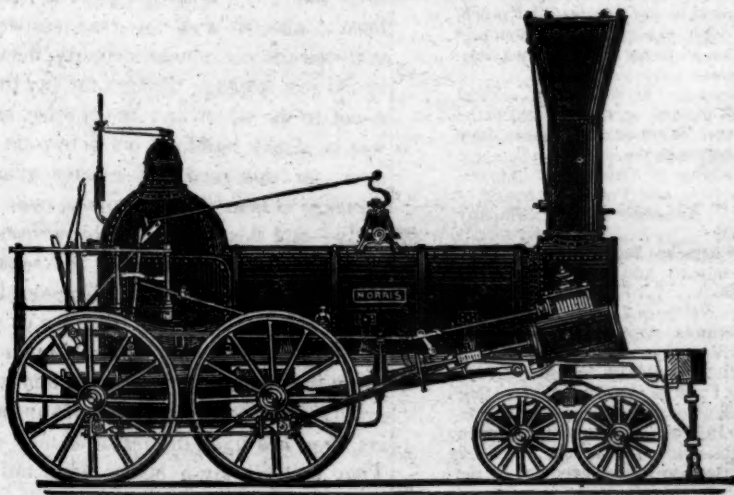
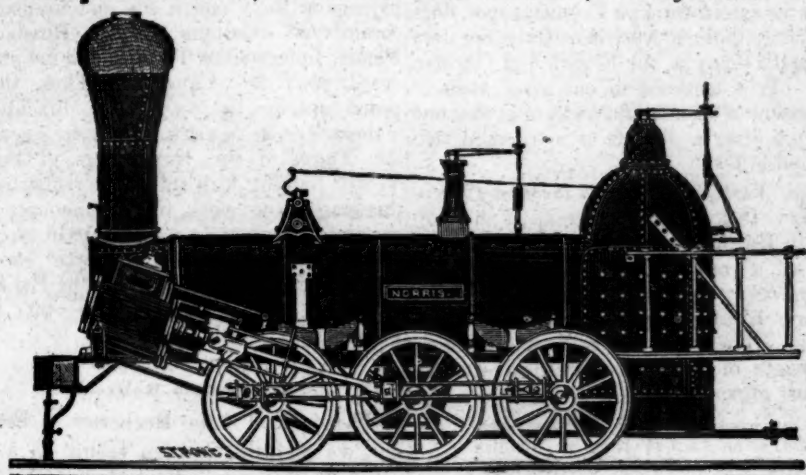
CUSHMAN'S COMPOUND IRON RAILS.
etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc. respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Companies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

NORRIS' LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.



MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1	15 inches Diameter of Cylinder,	× 20 inches Stroke.
"	2	14	" " " × 24 " "
"	3	14½	" " " × 20 " "
"	4	12½	" " " × 20 " "
"	5	11½	" " " × 20 " "
"	6	10½	" " " × 18 " "

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T, L, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by

MORRIS, TASKER & MORRIS.

Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

RAILROAD IRON.—THE MARYLAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.

WILLIAM YOUNG,
President.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lycoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c.

Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

Blacksmith shop, 49 feet long by 20 feet wide.

For terms, apply to **HENRY ANDREWS, 48 State st.,** or to **CURTIS, LEAVENS & CO., 106 State st., Boston,** or to **A. & G. RALSTON & Co., Philadelphia.** ja45

CYRUS ALGER & CO., South Boston Iron Company.

LONG ISLAND RAILROAD.—It is reported in the papers that several rails were removed from the Long Island Railroad on the 22d inst. near St. George's Manor, and that, but for the precautionary measure of sending out a pioneer engine, in all probability a serious accident would have occurred to the passenger train. This is a high handed measure and a liberal reward should be offered by the president of the company for the detection and conviction of the *villains* who would thus hazard the safety and lives of passengers to gratify their personal feelings. If they have just claims against the company prosecute, not persecute them. What would be said of the company or of an individual who having claims against any one of the Long Island farmers, which he might not be able to satisfy, or which he did not deem equitable to the full amount claimed & therefore refused to pay it until it was adjusted—should set fire to his house in the night, or destroy his cattle and crops? Would not the perpetrators of such crimes be execrated by all right minded persons, and punished by the laws of the land? Most assuredly and so also should those be who would jeopard the lives of passengers on a railroad to spite its managers. No acts of the company can palliate the proceedings of the people, or rather of a few rioters, as we are sure the people of Long Island are not abettors of such a course—if they are it is with an ill grace that they complain that the company does not consult their convenience in running their trains.

We call upon the people of Long Island to ferret out the miscreants who have been guilty of this outrage—and upon the company to prosecute them to the extent of the law, and also to adjust and settle the difficulties between the company and the people—and at the same time to so arrange their business as to accommodate the business of the Island as the interests of the people and the company are identical.

European Railroads.

The Evening Post of 2d inst. gives the following graphic description of the *vertebral* railroad (that is to be) in Europe.

European Railroads.—Those who thought last year that the railroad movement in Europe was merely speculative, now acknowledge their error, and begin to consider it in its true light, as one of those changes in the mode of intercommunication which mark an era in the progress of civilization. The opposition to these projects came partly from the conservatives, who are in all countries opposed to any thing new, and from the miserable bureaucracy of some of the most enslaved states, who feared the extension of knowledge, and dreaded the facilities given

for the rapid movement of any other masses of men than their own troops.

The two great powers, however, of eastern Europe, one of them secure in the great extent of its sovereignty, and the other in the supine and emasculated condition of its people, gave a powerful stimulus to the extension of the great improvement of the age. The emperor of Russia foresaw in it the establishment of a splendid monument of his reign, and the prime minister of Austria, really anxious for the welfare and comforts of the people, provided they did not venture to think for themselves, projected and is now completing, a great chain of railroads, which will soon intersect the great continent of the old world, and diffuse the blessings of commerce and interchange of thought, from the wilds of Siberia to the pillars of Hercules.

The enumeration of these great works, which we extract from an English paper, does not include those of Austria or Italy, nor does it embrace many of the French and German roads. It is confined to one great Aosta of this system of circulation, and yet in that one line comprises a length of more than two thousand miles.

Great Vertebral Railroad through Europe to Asia.—In looking at the map of the railroads in Europe, either already executed or projected, a grand vertebral line of communication may be perceived, stretching from Lisbon to Königsberg, the capital of Eastern Prussia. The following is the enumeration and length of the various railroads composing this gigantic line:

1. From Lisbon to Madrid, still only projected, by an Anglo-Portuguese Spanish company, by Alcantara, Almaraz, Talavera, and Escalona, showing a length of English miles..... 350
2. From Madrid to the frontier of France, near Bayonne, passing by Calatayel and Pampeluna, projected by an English company, about..... 20
3. From Bayonne to Bordeaux, several companies formed—projected (except the part between Bordeaux and Teste, now open to the public)..... 3
4. From Bordeaux to Orleans, by Angoulême, Poitiers, and Tours; in course of execution; conceded to the company Mackenzie..... 88
5. From Orleans to Paris; conceded to a French company, and open to circulation from 1843..... 83
6. The Great Northern Line from Paris, by Creil, Clermont, Amiens, and Arras, to Lille and Valenciennes; a line executed by the state, and almost terminated..... 210
6. From the Frontier of France, or rather from Valenciennes to Brussels; executed by the Belgian government, and open to the public since 1841..... 52
8. From Brussels to Liege; executed by the Belgian government..... 48
9. From Liege to Aix-la-Chapelle and Cologne, open to the public since 1843..... 104
10. From Cologne, by Minden, Hanover, and Hildesheim, to Brunswick, now in course of construction..... 210
11. From Brunswick, by Magdeburgh to Berlin, terminated..... 100
12. From Berlin to Stettin, along the Baltic sea, terminated..... 90
13. From Stettin, by Stolen, Dantzic, and Elbing, to Königsberg, in course of execution under the superintendence of the engineers of the Prussian government..... 241

Total length..... 2,138

This grand European line will not stop short on the banks of the Pregel. If the emperor Nicholas gives permission, a company will immediately offer to extend it, by Tilsit, Kowno, Wilna and Smolensko, to the ancient capital of Russia; and it would be a still more easy matter to continue it in the direction of St. Petersburg, by Memel, Mittau, Riga, and Dorpat. This grand line would thus be joined to the railway which the Autocrat is at present constructing between the two capitals of his empire, a railroad which he intends continuing to Nishnei-Novogorod, a commercial town situated at the conflux of the Volga and the Oka, the rendezvous of the traders of Europe and central Asia.—From Nishnei-Novogorod steamers descend the Volga to Kasan and Astracan. In this latter city the emperor of Russia has lately got several steamers built, for the purpose of plying on the Caspian sea and keeping up commercial relations between Russia and Persia, Independent Tartary, and the provinces beyond the Caucasus. Thus, should peace continue, there will be no difficulty in a short time in travelling from the mouth of the Tagus to the very centre of Asia.—Whilst looking forward to the realization of this magnificent work, we can announce with certainty that in the course of 1846 two considerable portions of the vertebral line will be completed—one from Tours, by Paris and Brussels, to Cologne, and the other from Hanover, by Berlin, to Stettin.

Tonawanda Railroad.

The railroad from Rochester to Batavia has, we understand, been rebuilt in a very substantial manner and laid with a heavy plate rail. It has also, within the last year, been connected with the road eastward, so that there is not now as formerly, the trouble of carting baggage through the city from the depot to the street and the reverse, as there was no depot building, we believe in Rochester, for this road. It always affords us pleasure to hear that a company that began early—and this was one of the earliest in operation in the state—and has had serious obstacles to encounter, has surmounted them and is able to renew and improve its works. We take the following extract from an article in the Rochester Democrat, and we congratulate the people of Rochester and all others interested upon the result of their efforts. They will yet lay a heavy edge rail upon their road.

"The proprietors who had never despaired of the success of their enterprise, began, about a year since, with renewed energy to redeem the reputation of the road, and restore its waning fortunes. Through the means of a loan based upon increased capital stock, they have within a year completed a connection with the Eastern railroad, through the city of Rochester, with a solid H rail, at an expense of about \$35,000, and re-constructed thirty-three miles of their road from Ro-

chester to Batavia, with a heavy plate rail, at an expense of about \$130,000, making a total expenditure of \$165,000. All this has been done without interrupting the running of the road. Much energy, perseverance, activity and ingenuity, were required on the part of the company and the contractors to effect this; and much credit is due to Messrs. Dutton and Fowler, the contractors, and Asa Sprague, esq., the superintendent, for completing this work so thoroughly and so promptly. The whole work is thoroughly done with a heavy wooden superstructure, and it is perhaps the best specimen of a railroad with plate in the United States. The re-construction was completed on Saturday, July 5, a third or day train was put on between Rochester and Buffalo for the accommodation of pleasure and local travel. The time saved in passing between Rochester and Buffalo by the new structure is full one hour or one-fifth the former time. A great portion of the debt created to accomplish this work has been paid by a sale of the increased stock at par."

Railroads in Schuylkill County, Pa.

The following is from that excellent paper, the *Miners' Journal*, published at Pottsville. It is the commencement of precisely what we have long desired to see published by the newspapers in the vicinity of the different railroads. There are several railroads in different parts of the country, in relation to which we have not been able to obtain accurate or even any, details. It is so in relation to the numerous short roads in the coal region of Pennsylvania; we are therefore the more obliged to the editor of the *Journal* for having commenced a good work, in which we hope he will persevere, and join us in calling upon the editors of papers residing in other parts of the coal region, and indeed, upon all editors residing near any railroad in the United States, to obtain and publish, a concise description, with full details of them, similar to the one which we now give of the "Mine Hill and Schuylkill Haven railroad." If they will do so, we will re-publish all, and thus put in the possession of each, the details of all the roads; by which thousands of people will be furnished with very desirable information. What say you gentlemen of the press, will you obtain and publish a description of the roads in your vicinity?

"Few of our readers are acquainted with the cost of the public railroads constructed in Schuylkill county while the trade was in its infancy,—and as these roads are daily rising in the scale of importance, we have taken measures to procure the necessary information correctly, and will lay the same before our readers as we obtain it. If it serves no other purpose, it will be data to refer to hereafter. We commence with *The Mine Hill and Schuylkill Haven Railroad*. This road extends from Schuylkill Haven to the Broad mountain a distance of 10 miles. It has three branches—one of which extends up the West Branch of the Schuylkill a distance of 4½ miles—another up Muddy Branch 3 miles, and another up Wolf Creek about 2 miles—making the total length of the road at present 19½ miles.

The company was incorporated by an act passed on the 24th, March 1828.

The construction of the road commenced

in 1829, and it was opened for public use in 1831. Since that time the transportation over it has amounted to 2,220,965 tons.

The road and its laterals, are constructed with heavy iron T rails the whole distance with trifling exceptions, and with a double track. On the descending track for the whole extent of road and on both tracks below the junctions of the West and North West branches of the Schuylkill, the rails are of an average weight of about sixty pounds to the yard; on the ascending track above the junction, thirty-six pounds to the yard. These rails are secured by cast iron chairs, bolted or screwed into wooden sleepers resting on mud-sills and placed at distances of three feet apart. No steam power has been used on this road.

In addition to the above, the company have during the present season [1845] extended the Muddy Branch lateral one mile with a double track, and have determined to extend a lateral into the Swatara coal region about 8 miles, which will be commenced as soon as the company have fixed on the most eligible route.

The superstructure of the road as originally constructed was a wooden rail with flat iron bar. The whole of the wooden rail with light flat bar was superceded, partly by a T rail, which has since given way to one of greater weight. During the present season about 3 miles of the road have been relaid—and an extension made of one mile.

The whole cost of the road as at present constructed, is.....\$393,881 10
Real estate [collector's house].....2,296 93
396,117 33

The capital stock consists of 7019 shares of \$50 each, amounting to.....350,950
A loan of \$25,000 part of mortgage remaining unpaid. 25,000
375,950 00

Contingent fund.....20,221 25

The alterations of the superstructure of the road as above stated, prevent the wear and tear of it from being estimated with anything like precision.

This is decidedly one of the most prosperous railroad companies in the United States. The dividends have exceeded 12 per cent. per annum, during which time its length has been considerably extended, and nearly the whole route relaid with heavy iron rails out of the profits of the company. The stock is now quoted at \$80 for \$50 paid. Last year 334,000 tons of coal were transported over the road, and this year the quantity will exceed 450,000 tons.

Reduction of Fares on Railways.—In the early development of the railway system in this country says the *London Mining Journal*, it was generally feared that the companies would become a giant monopoly; and that, when the coaches were driven off the common roads, the public would be subject to any extravagant charges, which the caprice, or cupidity, of the executive might impose, and for the first few years there were good grounds for those fears; but, as the system extended, and some spirited directors began

to try the experiment of cheap fares, it was soon found they not only tended to the accommodation and comfort of the public, but to the profits of the proprietors. Such reduction of fares on the different great lines has already had its beneficial effect on the coffers of the various companies, who have judiciously taken into consideration the facilities the public have been looking forward to for some time—"cheap travelling," and which will insure a greater traffic on the lines, and maintain their stability in these days of railway competition.

The following return of the London and Birmingham railway is a convincing proof of the benefit of this reduction compared with last year:—Week ending July 19th, 1844, trucks 1215, tonnage 2955, and receipts £3,609; for the same period of 1845, trucks 2203, tonnage 5282, and receipts £3355—showing an increase of 2327 tons in traffic, while the difference in the money returns is only £954 less than formerly—viz., before the reduction in June. For the week ending July 26th, 1845, the total receipts for passengers, parcels, mails, carriages, horses, merchandize, and cattle, £22,504 4s. 10d. A reduction of 10s. in 23s. took place on the tonnage of goods since last year, which, it will be seen, immediately had the effect of nearly doubling the quantity, and no doubt will gradually increase. On the South-Eastern railway a reduction of 3s. in the first class, 2s. in the second, and 1s. 4d. in the third, has been adopted by the directors. The following are the comparative fares:—

	1st class.	2d class.	3d class.
Old fares	18s.	12s.	7s. 4d.
New fares.	15s.	10s.	6s. 0d.

Day tickets to be granted one-fourth below the regular charges, and season tickets to be issued; these alterations will come into operation on the 1st. of September. The directors of the new railways passed this session cannot be too particular in turning their attention to this point. In France the benefits of cheap travelling is most forcibly shown on the Paris and Rouen railway, which averages 155,922fr. per week—whilst last year it was only 131,620fr. On the Paris and Orleans 153,016fr.; last year it was only 128,810fr. On the Paris and Versailles, St-Germain, and other lines, the traffic has increased.

Amount of all the tolls received on all the New York state canals in each of the following years:

	2d week in Aug.	Total to 15th Aug.
1839.....	\$30,907.....	\$325,377
1840.....	39,820.....	792,867
1841.....	46,125.....	1,003,295
1842.....	32,269.....	811,755
1843.....	54,823.....	972,496
1844.....	64,971.....	1,261,636
1845.....	58,047.....	1,233,080

It will be seen that the amount thus far received is \$38,000 behind the last season, but considerably in advance of 1843.

The business of the Reading railroad for the second week in August in the last three years was:

	Business.	Tonnage.
Week ending August 19, 1843..	\$11,947....	6,728
" " 17, 1844..	16,627....	12,129
" " 16, 1845..	29,004....	33,820

ENGLISH RAILROAD SHARE-LIST.

NAME OF RAILWAY.	Miles opened.	Total sums, in pounds, authorized to be raised by shares.	Total sums, in pounds, authorized to be raised by loan or mortgage.	Total sums, in pounds, expended at dates of latest balance sheets.	Cost of working in pounds for six months as stated in latest balance sheets.	Total earnings, in pounds, for six months as stated in latest balance sheets.	Dividend at last meeting.		Paid on shares.	Value of share.	NEW AND PROPOSED RAILWAYS.	Share Capital.
							Per share.	Per cent.				
							£ s. d.	£ s. d.				
Arboath and Forfar.....	15	102,000	35,000	138,870	39,261	53,203	0 12 6	2 10 0	25	20	Aberdeen.....	1,600,000
Birmingham and Gloucester.....	55	1,187,500	407,336	1,500,806	39,261	53,203	1 5 0	2 10 0	100	100	Barnsley Junction.....	200,000
Brandling Junction.....	23	161,700	365,470	481,452					50	54	Belfast and Ballymena....	385,000
Bristol and Gloucester.....	37	400,000	211,000	657,825				nihil.	30	59	Blackburn and Accrington..	400,000
Chester and Birkenhead.....	14	750,000	143,170	518,989	5,856	13,148	0 10 0	2 0 0	50	60	Birk. and Ches. Junction...	1,000,000
Dublin and Drogheda.....	31	450,000	150,000	582,254				nihil.	60	115	Bolt, Wigan and Liverpool	800,000
Dublin and Kingston.....	6	200,000	152,200	349,736			9 0 0	9 0 0	100	251	Caledonian.....	1,800,000
Dundee and Arbroath.....	16	100,000	49,445	153,416	2,989	6,993	1 5 0	5 0 0	25	36	Cambridge and Lincoln...	1,250,000
Derham and Sunderland.....	18	169,350	124,055	270,392	9,889	17,702		nihil.	50	25	Chatham and Portsmouth...	5,000,000
East County and North and East.....	86	4,443,200	1,341,155	3,931,905	47,385	118,726	1 6 6		45	57	Chester and Wrexham....	120,000
Edinburgh and Glasgow.....	46	1,125,000	375,000	1,649,523	29,429	55,866	1 5 0	5 0 0	50	78	Churnet valley.....	1,800,000
Glasgow, Paisley and Ayr.....	51	937,500	1,071,258	1,071,258	12,446	36,736	1 5 0	5 0 0	50	72	Direct Northern to York...	4,000,000
Glasgow, Paisley and Greenock.....	22	650,000	216,666	797,643	11,830	23,447	0 5 0	2 0 0	25	21	Dublin and Belfast.....	950,000
Grand Junction.....	104	2,478,712	2,503,671	84,309	195,080	5 0 0	10 0 0	0 0 0	100	239	Dundee and Perth.....	250,000
Great North of England.....	45	969,000	581,017	1,307,487	12,201	36,189	3 0 0	6 0 0	100	230	Edinburgh and Northern...	800,000
Great Western.....	221	4,650,000	3,679,343	7,445,689	143,279	440,046	4 0 0	8 0 0	80	215	Ely and Bedford.....	270,000
Hartlepool.....	15	438,000	155,540	719,205					8 0 0	100	Glasgow, Dum. & Carlisle.	1,300,000
Leicester and Swannington.....	16	140,000		140,000	2,207	6,317	1 5 0	5 0 0	50		Gt. South and West Ext....	1,200,000
Liverpool and Manchester.....	32	1,209,000	497,750	1,785,000	64,885	141,252	5 0 0	10 0 0	100	214	Gt. Grimby and Sheffield..	600,000
Llanelli.....	27	200,000	44,000	221,624			1 0 0	2 0 0	87		Harwich and E. coun. Jun.	160,000
London and Birmingham.....	202	6,874,976	1,928,845	6,614,005	96,413	456,997	5 0 0	10 0 0	100	245	Huddersfield & M. r. & cl.	600,000
London and Blackwall.....	3	804,000	266,000	1,768,851	15,978	23,870	3 0 0	1 10 0	16	10	Kendal and Windermere...	125,000
London and Brighton.....	56	1,935,000	705,000	2,637,753	30,490	130,156	1 10 0	6 0 0	50	77	Leeds and Dewsbury.....	400,000
London and Croyden.....	8	550,000	229,000	761,885	7,583	10,545	0 8 0	4 0 0	14	23	Leeds and Thirsk.....	800,000
London and Greenwich.....	3	759,383	233,300	1,040,930	15,193	28,933		nihil.	13	11	Liv. Ormskirk and Preston	600,000
London and South Western.....	92	2,222,100	630,100	2,604,405	89,439	190,631	2 0 0	10 0 0	41	82	London and Portsmouth...	1,750,000
Manchester and Birmingham.....	31	2,100,000	690,586	1,923,699	15,397	58,162	1 0 0	5 0 0	40	62	London and York.....	5,000,000
Manchester and Bolton.....	10	778,100	197,730	773,743	8,585	21,140	2 0 0	4 10 0	93	169	Londonderry & Enniskillen	500,000
Manchester and Leeds and Hull.....	87	2,937,500	1,943,932	3,921,593	46,653	156,761		8 10 0	60	170	Lynn and Ely.....	200,000
Midland railway.....	179	5,158,900	1,719,630	6,279,838	75,227	276,129	3 0 0	6 0 0	100	192	Manchester, Bury and Ross	300,000
Newcastle and Carlisle.....	61	878,240	188,563	1,135,069	26,499	46,745	5 0 0	5 0 0	100	113	Manchester and Buxton...	250,000
Newcastle and Darlington.....	23	500,000		405,728			1 0 0	8 0 0	21	56	Mullingar and Athlone....	
Newcastle and North Shields.....	7	150,000	153,876	309,629	8,943	18,466		6 9 0	50	69	Newcastle and Berwick...	700,000
North Union.....	39	739,201	308,306	1,028,593	24,788	37,794	2 10 0	6 5 0	100	176	Richmond & W. End Junc.	
Paris and Orleans.....	82	1,600,000	400,000	1,978,415			0 16 0	8 0 0	20	45	Scottish Central.....	700,000
Paris and Rouen.....	84	1,440,000			31,247	91,171		8 0 0	20	40	Sheffield and Lincolnshire.	650,000
Preston and Wyre.....	19	830,000	179,852	355,161	4,191	7,066		4 0 0	50	32	Shrewsbury and Gd. Junc.	400,000
Sheffield and Manchester.....	19	1,150,000	311,759	951,455	11,895	14,876		nihil.	87	135	Shrew. Wolv. Dudley & B.	900,000
South Eastern.....	88	2,996,000	1,530,277	3,464,179	69,288	139,042		3 1 4	33	48	Trent Valley.....	900,000
Taff Vale.....	30	465,000	195,000	595,089	9,115	22,692	1 17 7	3 15 0	100	104	West London Extension...	64,000
Ulster.....	25	519,150	20,000	348,626	5,401	13,856	0 15 0	5 1 8	32	52	West Yorkshire.....	1,000,000
Yarmouth and Norwich.....	20	187,500	62,500	230,036	5,186	10,008	1 0 0	5 0 0	20	29	Whitehaven and Maryport	100,000
York and N. Mid. and Leeds and Selby	28	1,062,500	167,500	1,107,146	31,349	75,474	2 10 0	10 0 0	50	115		

Steam and Miscellaneous.

NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present Price.	NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
Anglo Mexican Mint.....	10,000	10	10		15½	15½	Loughborough.....	70	142½	142½	70	1140	
Anti Dry Rot.....	10,000		18½		2		Monmouthshire.....	2,409	100	100	10	160	160
Australian Trust Company	5,700	100	35		34½		Melton Mowbray.....	250	100	100	10	117	117
General Steam Navigation	20,000	15	14	10	27½	27	Mersey and Irwell.....	500	100	1 0	10		
Gt Western Steam Pa.....			100		25		Macclesfield.....	3,000	100	100	2½	15	15
Metropolitan Wood Pav...	15,000	10	6	5	6½		Neath.....	247	100	100	17	365	365
Patent Elastic Pav.....	10,000	1	1	5	1½		Oxford.....	1,786	100	100	30	505	
Peninsular and Oriental..	11,493	50	50	7	64½	65	Regents or Loncon.....	21,418	33½	33½	2½	25	25
Ditto.....	3,200	50	40	7			Shropshire.....	500	125	125	6	120	120
Polytechnic Institution....				6			Somerset coal.....	800	150	150	7½	123	123
Reversionary Int. Soc.....	5,387	100	100	4½	104	104	Stafford and Worcester...	700	140	140	25	480	480
R. Mail Steam Packet.....	15,000	100	60		36½	37	Shrewsbury.....	500	125	125	12	230	230
South Western Steam.....	4,000	25	5				Stourbridge.....	300	145	145	14	360	360
Ship Owners' Towing.....	3,000	10	7½	10	15		Stroudwater.....	200	150	150	19		
Thames Tunnel.....	4,000	50	50				Swansea.....	533	100	100	15	240	240
University College.....	1,500	100	100				Severn & Why & Rail Av.	3,762	26½	26½	5½	30	30
							Trent and Mersey.....	2,600	50	50	65	495	
							Thames and Medway.....	8,149	19½	19½		10	10
							Warwick and Birmingham.	1,000	100	100	10½	167	
							Warwick and Napton.....	980	100	100	8½	122	
Canals.							Water Works.						
Ashby de la Zouch.....	1,432	113	av.	4	70	70	Birmingham.....	4,800	25	25	3½	28	28
Barnsley.....	720	100	100	14	180	180	East London.....	4,433	100	100	8	223	225
Birmingham, 1-16 share...	3,000	118½	79	10	150	160	Grand Junction.....	5,500	av.	41 2-3	7½	88	90
Do. and Liverpool Junction	4,000	160	100		13½	13½	New River L. B. Ann....	1,500			2½		
Coventry.....	500	100	100	20	365	365	Manchester and Salford...	6,486	av.	30	8½	57	57
Cromford.....	460	do.	do.	24	250	250	Vauxhall, lt. S. London...	1,000		100	5	55	55
Derby.....	600	do.	do.	9	105	105	West Middlesex.....	8,294	av.	63½	6½	126	127
Erewash.....	231	do.	do.	32	440	440							
Forth and Clyde.....	1,297	400½	40½	4	440	440							
Grand Junction.....	11,600	100	100	7	162	161½							
Grand Surrey.....	1,500	do.	do.		20								
Gloucester and Rerkeley...	5,000	do.	do.		8	8							
Grantham.....	749	150	150	8	185	185	Commercial Dock.....	1,065	100	100	3	137	
Lancaster.....	11,699	47½	47½	3	40	40	East and West India.....		sto.		5½	114½	115
Leeds and Liverpool.....	2,897	100	100	34	640	640	London.....	3,238,310	sto.		4½	116	171
Leicester.....	545	14	140	9	139	139	Katharine.....	1,352,752	sto.		5		
							Southampton.....	7,000	50	50			

AMERICAN STATE WORKS AND CANALS, ETC.

STATE WORKS.			Length in miles.		Cost.		1843.		1844.		The State Canals are all 4 feet deep, and the locks are 13 to 17 feet wide, and 80 to 90 feet in length.	
							Income.		Income.			
							Expend.		Expen.			
N. Y.	1	Black river canal.....	35		1,524,967						The six millions paid to the canal fund from auction and salt duties are not included in the estimate of cost. The Genesee valley and the Black river canals require large sums for their completion, the interest of which additional sum is much greater than the estimated gross income of these canals when finished. The sums required to complete these two canals are \$2,000,000 and \$600,000, making their total cost when finished \$5,553,000 and \$2,409,000; an expenditure incurred on estimated incomes (admitted to be liberal,) of \$39,000 and \$14,000 respectively. The total receipts from the works of Pennsylvania for 1843 were \$1,019,401; for 1844 \$1,164,326, and the cost about 30 millions. The receipts for 1844 were as follows: Canal tolls, 578,404 Railroad tolls, 352,855 Motive power, 319,590 Trucks, 13,477 of which \$585,922 is from 118 miles of railroad, and \$578,404 from 550 miles of canal. The canals of Ohio are supported by a property tax of 54 mills on the dollar. There are 853 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost, 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known. These 21 millions on sundry works yield no net income whatever. The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.	
"	2	Cayuga and Seneca.....	21		237,000		16,557	10,953	24,618	14,443		
"	3	Champlain canal.....	64		1,251,604		102,308		116,739			
"	4	Chemung.....	23		684,600		8,140	14,486	14,385	12,740		
"	5	Chenango.....	97		2,420,000		16,195	15,967	23,179	15,960		
"	6	Crooked lake.....	8		156,777		461	3,674	1,498	3,951		
"	7	Erie—enlargement of.....	363		12,648,852		1,880,316					
"	8	Genesee valley.....	120		3,739,000							
"	9	52 miles opened, cost \$1,500,000.....					12,292	13,819	19,641	15,557		
"	10	Oneida lake.....	6		50,000		225	2,239	621	1,636		
"	11	Oswego.....	38		565,437		29,147	22,742	56,165	28,599		
Pa.	12	Beaver division canal.....	25						7,381	5,386		
"	13	Delaware canal.....	60						109,278	22,870		
"	14	French creek.....	46									
"	15	Seneca river towing path.....			69,276				381			
"	16	Columbia railroad.....	82½		4,204,969				443,336	205,067		
"	17	Eastern division.....	36						179,781	138,915		
"	18	Juniata canal.....	93									
"	19	Portage railroad.....	36½		1,828,461				351,102	248,943		
"	20	Western division canal.....	105									
"	21	North branch Susquehanna canal.....	73									
"	22	West ".....	72						101,949	57,633		
Ohio	23	Hocking canal.....	56		975,130		4,757		5,286	4,139		
"	24	Miami canal.....	85		1,660,742		68,640	38,826	77,844	22,341		
"	25	Miami extension.....	105		2,856,636		8,291		12,723	14,741		
"	26	Miami northern division.....	35		322,000				unfin'd.			
"	27	Muskingum.....	91		1,627,318		23,167		29,385	15,027		
"	28	Ohio.....	334		4,600,000		322,754	123,398	343,711	113,210		
"	29	Wabash.....	91		3,028,340		35,922	6,400	49,589	12,817		
"	30	Walhonding.....	25		607,269		838	39,005	1,977	1,238		
"	31	Western road.....	31		255,015		7,254	1,782	8,747	2,929		
Ind.	32	Sundry works.....			11,000,000							
"	33	Maume canal.....										
Ill.	34	Sundry works.....			10,000,000							
Mich.	35	Central railroad.....	110		1,842,308		149,987	75,960	211,170	89,420		
"	36	Southern railroad.....	68		936,295		24,064	7,907	60,341	70,000		

CANALS.			Length in miles.		Cost.		1843.		1844.		Div. per cent.		Value of stock.		REMARKS.	
							Income.		Income.							
							Gross.		Gross.							
							Nett.		Nett.							
		Blackstone.....														
		Bald Eagle Navigation.....	25		400,000											
		Beaver and Sandy, (part).....			1,000,000											
		Charleston, (S. C.).....														
		Chesapeake and Ohio.....	184		12,370,470		47,637									
		Conestoga.....	12		300,000											
		Delaware and Chesapeake.....	13													
		Schuylkill.....	108		3,500,000		279,795	102,221	190,693	120,624						
		Farmington.....														
		James river and Kenhawa.....														
		Middlesex.....														
		Port Deposit.....	10		200,000											
		Delaware and Raritan.....	43		2,900,000		99,623	53,327	131,491	84,455						
		Southwark.....			300,000											
		Tide Water.....	45		2,900,000											
		Union.....	80		2,000,000											
		Morris.....	101		1,000,000											
		Dismal Swamp.....														

CANADIAN CANALS.			Length in miles.		No. of locks.		Lockage in feet.		Size of locks.		Width of canal.		Estimate.		Expended to Sept. 1843.		Income.	
		The Welland canal.....																
		Main trunk from Port Colborne to Port Dalhousie.....	28		31	328		150	26 1-2	8 1-2	45	81	3,948,572	2,485,572			64,656	
		Junction branch to Dundyville.....	21		1	6		150	26 1-2	8 1-2	35	71						
		Broad creek branch to Port Maitland.....	1 1-2		1	6		200	45	9	45	85						
		The St. Lawrence canal.....																
		Galops and Port Cardinal.....	2		2	7		200	45	9	50	90						
		Rapid Plat.....	4		2	11 1-2		200	45	9	50	90	672,498	973				
		Farren's point.....	3-4		1	3 1-2		200	45	9	50	90						
		Cornwall, passing the Long Sault rapids.....	11 1-2		7	48		200	55	9	100	150	865,372	1,665,663				
		Beauharnois, do. Coteau, Cedars and Cascades road.....	11 1-4		9	82 1-2		200	45	9	80	120	1,190,087	275,426				
		Lachine, do. Lachine rapids.....	8 1-2		5	44 1-2		200	45	9	80	120	old canal	400,000			29,288	
		Enlargement of do.....											1,001,333	64,439				
		Total from lake Erie to the sea.....	12		57	525												
		Chambly.....	66		9	74		120	24	6	36	60	200,000	440,000			1,409	

COAL COMPANIES.			Length in miles.		Cost.		1843.		1844.		Div. per cent.		Value of stock.		REMARKS.	
							Income.		Income.							
							Gross.		Gross.							
							Nett.		Nett.							
		Delaware and Hudson.....	16	108	2,800,000		930,203	196,702	10				130			
		Lehigh.....	20	72	6,000,000								31			

AMERICAN RAILROADS.													
RAILROADS.		Length in miles.	Cost.	Loans and debts.	Number of shares.	Paid on hare	1843. Income.		Div. per cent.	1844. Income.		Div. per cent.	SALES. Week ending Aug. 23. Shares. Price
							Gross.	Nett.		Gross.	Nett.		
Me.	1 Portland, Saco and Portsmouth.....	50	1,200,000				89,997	47,166	7	131,404	62,172	6	24 101½
N. H.	2 Concord.....	35	750,000					750,000				12	65
Mass.	3 Boston and Maine.....	56	1,485,461				178,745	68,499	6	233,101	86,401	6½	6 114½
"	4 Boston and Maine extension.....	17 1-4	455,703	unfin.									
"	5 Boston and Lowell.....	26	1,863,746				277,315	144,000	8	316,909	147,615	8	116 3 108
"	6 Boston and Providence.....	41	1,886,135	none.	18,600	100	233,388	110,823	6	282,701	156,109	6	112 15 112½
"	7 Boston and Worcester.....	44	2,914,078				40,141	162,000	6	428,437	195,163	7½	116½ 59 116½
"	8 Berkshire.....	21	250,000	not stated				17,500	7	17,737			
"	9 Charlestown branch.....		280,260						13	34,654	13,971	5½	112½ 50 80
"	10 Eastern.....	54	2,388,631				279,563	140,595	6	337,238	227,920	8	108½ 38 108½
"	11 Fitchburg.....	50	1,150,000	just op'n'd						42,759	26,835		124
"	12 Nashua and Lowell.....	14 1-2	380,000				84,079		8	94,588	34,944	10	123
"	13 New Bedford and Taunton.....	20	430,962				50,671	24,000	6	64,998	24,000	6	
"	14 Northampton and Springfield.....		172,883	unfin.									
"	15 Norwich and Worcester.....	59	2,170,366	900,000	16,535	100	162,336	24,871		230,674	99,464	3	66½ 4,550 67
"	16 Old Colony.....		87,820	unfin.									105 40 105
"	17 Stoughton branch.....	4	63,075	unfin.					8	96,687	20,000	8	118
"	18 Taunton branch.....	11	250,000					20,000					
"	19 Vermont and Massachusetts.....												
"	20 West Stockbridge.....	3	41,516	200		100						4	
"	21 Western, (117 miles in Mass.,).....	156	7,686,202	4,686,202	30,000		573,882	284,432		753,753	439,679	3	99½ 378 97½
"	22 Worcester branch to Milbury.....		8,431	506									
"	23 Housatonic, (10 months,).....	74	1,244,123							150,000			26 35 26
Con	24 Hartford and New Haven.....	38	1,100,000	100,000	10,000	100						6	95 25 93
"	25 Hartford and Springfield.....	25 1-2	600,000	400,000	2,000	100							
"	26 Stonington, (year ending 1st Sept.,).....	48	2,600,000	650,000	13,000	100	113,889			154,724	79,845		29 770 29
N. Y.	27 Attica and Buffalo.....	31	336,211				45,896	7,522		73,248	48,033	0	
"	28 Auburn and Rochester.....	78	1,796,342	200,000	14,000	100	189,693	112,000		237,667	152,007	6	109½ 10 109
"	29 Auburn and Syracuse.....	26	766,657			133½	86,291	27,334		96,738	52,544		116
"	30 Buffalo and Niagara.....	23	200,000		1,500							100	
"	31 Erie, (446 miles,).....		5,000,000										26 650 26½
"	32 Erie, opened.....	53						48,000		126,020	59,075		
"	33 Harlem.....	26	1,206,231							140,685	62,399		62 1,150 60½
"	34 Hudson and Berkshire.....	31	575,613			50				35,029	1,789	0	11½
"	35 Long Island.....	96	1,610,221	392,340	29,846					153,456	58,996	0	62 6,750 61½
"	36 Mohawk and Hudson.....	17	1,317,893	400,000	10,000	100	69,948	58,780		79,804	45,763	0	56 450 56½
"	37 Saratoga and Schenectady.....	22	303,658				42,242	3,000	1	34,666	8,455	0	
"	38 Schenectady and Troy.....	20 1-2	640,800				28,043			32,646	6,365	0	
"	39 Syracuse and Utica.....	53	1,115,897	none.	16,000	62½	163,701	72,000		192,061	120,992	8	117
"	40 Tonawanda.....	43	727,332				76,227			114,177	75,865	5	
"	41 Troy and Greenbush.....	6	180,000										89 10 89
"	42 Troy and Saratoga.....	25	475,801				44,325	21,000		38,502	9,971	2½	
"	43 Utica and Schenectady.....	78	2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199,094	8	132 20 132
N. J.	44 Camden and Amboy.....	61	3,200,000				682,832	383,880		784,191	404,956		112
"	45 Elizabethtown and Somerville.....	26	500,000										
"	46 New Jersey.....	34	2,000,000										95 100 95½
"	47 Paterson.....	16	500,000									6	90 1,225 88½
Pa.	48 Beaver Meadow.....	26	1,000,000										
"	49 Cumberland Valley.....	46	1,250,000										
"	50 Harrisburg and Lancaster.....	36	860,000										30
"	51 Hazleton branch.....	10	120,000										
"	52 Little Schuylkill.....	29	900,000										
"	53 Blossburg and Corning.....	40	600,000										
"	54 Mauch Chunk.....	9	100,000										
"	55 Minehill and Schuylkill Haven.....	19 1-2	396,117	25,000	7,019	50			12			12	80 6½
"	56 Norristown.....	20	800,000										
"	57 Philadelphia and Trenton.....	30	400,000										104
"	58 Pottsville and Danville.....	29 1-2	1,500,000										
"	59 Reading.....	94	9,457,570	7,447,570	40,200	50				597,613	343,511		50 1,650 49½
"	60 Schuylkill valley.....	10	1,000,000										
"	61 Williamsport and Elmira.....	25	400,000				20,000						
"	62 Philadelphia and Baltimore.....	93	4,400,000				43,043	200,000			210,000		15½ 11,831 15½
Del.	63 Frenchtown.....	16	600,000										
Md.	64 Baltimore and Ohio, (1st Oct.).....	188	7,623,600				575,235	279,402		558,620	346,946		49½ 37 48½
"	65 Baltimore and Susquehanna.....	58	3,000,000										
"	66 Baltimore and Washington.....	38	1,800,000				177,227	71,691		212,129	104,529		84
Va.	67 Greenville and Roanoke.....	18	284,433	37,544	2,000	100				25,368	6,074		28
"	68 Petersburg.....	63	969,880	63,000	7,690	100				122,871	72,898	3	77
"	69 Portsmouth and Roanoke.....	78 1-2	1,454,171										
"	70 Richmond, Fredericks'g and Potomac.....	76	800,000							185,243	85,688	6	
"	71 Richmond and Petersburg.....	22 1-2	700,000										
"	72 Winchester and Potomac.....	32	500,000										
N. C.	73 Raleigh and Gaston.....	84 1-2	1,360,000										
"	74 Wilmington and Raleigh.....	161	1,800,000										
S. C.	75 South Carolina.....	136	5,671,452		34,410	75				532,871	140,196	5	
"	76 Columbia.....	66								328,425	180,704		
Ga.	77 Central.....	190	2,581,723				201,464	77,456					
"	78 Georgia.....	147 1-2	2,650,000				227,532	93,190		248,096	147,523		
"	79 Montgomery and West Point.....	89	500,000	170,000		100	248,026	158,207					
Ky.	80 Lexington and Ohio.....	40	450,000							35,000	15,000		
Ohio	81 Little Miami.....	40	400,000										
"	82 Mad river.....	40	152,000										
Ind.	83 Madison and Indianapolis.....	56	212,000										
Can.	84 Champlain and St. Lawrence.....	15						12,000		58,000	24,000		110

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N. Y.

Thursday, August 28, 1845.

THE COAL TRADE—SCHUYLKILL VALLEY.

The shipments by railroad are 23,625 tons, and by canal 7,814 15, making 31,439 03 tons for the week.

BY RAILROAD.

From Pottsville and Port Carbon—total.....	221,361
From Schuylkill Haven—total.....	237,233
From Port Clinton—total.....	11,110

Total by railroad.....469,704

BY CANAL.

From Pottsville and Port Carbon—total.....	81,888
From Schuylkill Haven—total tons.....	25,641
From Port Clinton.....	28,728

Total by canal.....133,259

Total by railroad and canal.....602,963

LEHIGH COAL TRADE.

Total shipments from Mauch Chunk. Lehigh coal and navigation co.

Summit mines, -	112,046
Room run do., -	41,569—153,615
Beaver Meadow railroad and coal co.,	49,227
From Penn Haven—Hazleton coal co.,	40,533
From Rock Port—Buck Mountain coal co.,	12,013

255,388

WYOMING COAL TRADE—total.....91,326

PINE GROVE COAL TRADE—total.....39,741

MINESILL AND SCHUYLKILL HAVEN RAILROAD—total tons.....259,030

MOUNT CARBON RAILROAD—total tons.....158,502

MILL CREEK RAILROAD—total.....39,712

[Miners' Journal.]

OMISSION.—We desire to acknowledge, even at this late day, our obligations to the editors of the Tribune for the engraving of the steam ship *Great Britain*, which, with description appeared in our last. This acknowledgement was prepared to accompany the description, which, however, occupied so much space that the remarks in relation to it were excluded.

LONG ISLAND RAILROAD.—The receipts upon this road are increasing rapidly. They were for the first sixteen days in August \$24,140 11. This looks well, but it is only the beginning of what it *might* be, of what it *will* be, when the managers adopt a system which enables the people to avail themselves of the full benefit of the road. There are hundreds of people in this city who would like to live out of it, and especially on Long Island, if they could be assured that they could go and come at convenient hours. To accommodate them trains must run frequently, and what is of equal importance, regularly at stated hours throughout the year—that is at certain hours during the mild season, and at other hours during the winter, and they should run early and late, with or without passengers until the people could see that they were sure to get home, up to a certain hour at all times, and then they will avail themselves of the railroad, and its stock will take a high stand in the market; and real estate will ad-

vance along the line of the road, especially at Jamaica, which will in a few years become a suburb of New-York; and hundreds of families, which could and would avail themselves of a country residence by means of the railroad, would enjoy more health and happiness. They must also court the Long Island business—of that, by proper management, they may be always sure—as they will have many rivals for the “long travel.”

As a proof of the correctness of the policy for railroad companies, emanating from large cities, to adopt means to create business, we again refer to the report of the Dublin, Kingston and Dalkey railroad, which will be found in No. 22, or 29th May of present volume. In that report is the following—when speaking of the causes of increase of business, “but there is one of those causes so peculiar that we desire especially to call your attention to it, as it has grown out of that system which you have long since sanctioned, and which after much discouragement has led to such gratifying results in the management of our undertaking, namely, *that of endeavoring to create a traffic, and to increase it to the greatest possible extent, by affording to the public the utmost possible accommodation, and at the very lowest rates,*” and what do you suppose was the result of such a course of measures in the five years terminating 28th February last? It was an increase from 1,280,761 passengers in the year ending February 1840, to 2,234,430, in the year ending with February 1845, which enabled them to pay 9 per cent. on a road which cost £59,833 per mile! Who will deny that the Long Island company may also divide *nine* per cent. if they manage properly,—if they accommodate the people of the city and the Island as they may do? Look to it gentlemen.

RAILROAD ACCIDENT.—A sad accident occurred on the railroad at Albany, on the 21st inst., at the point where it crosses the main street towards the north, or broad-way, by which Mrs. Anthony was killed and Mr. Lyman injured, and the wonder is that all in the carriage were not killed. According to the report the blame rests entirely on the driver George Wilson, of Cohoes, as he was warned by the man in charge of the crossing not to attempt to pass, yet he persisted and the loss of life and maimed limbs was the consequence. Is he not liable to the penalty of manslaughter?

Now a word to the railroad company, who owe it to the community to use *all possible* precaution to avoid such accidents—would not substantial posts with *chains* to stretch across the street on *each side* of the rail track, in charge of a careful resolute man have prevented this? It appears so to us, and we think it your duty to prevent a repetition of similar accidents in future.

The frequency, we like to have said the *rapid increase*, of accidents on railroads demands energy and vigilance on the part of those in charge of them. They must recollect that many of their passengers have little idea of the various ways in which accidents may occur; they are not familiar with the details, and should therefore be *prevented* from exposing themselves.

We have often felt called upon to speak of the dangers arising from *narrow bridges*, and narrow *gate-ways into depots*. With all the care of the conductor possible, passengers will thoughtlessly expose themselves in passing bridges and in entering depots—structures too narrow, and therefore dangerous, in the first place, have become still more so by the increased width of the cars; and they should therefore in all cases be made wider as soon as it is possible to do so; and more effectual measures *must be taken* to avoid accidents at the crossings of high ways and streets. A *careful man* and

good strong chains stretched across streets, and a *swing bar*, or a chain at the crossings of high ways which should be always in their place at the hour when the engine *should be there*, and opened to let teams pass if need be until the train is within sight or hearing. Accidents, on railroads and steamboats, are much more numerous in this country than in England, where the number of passengers who travel is much greater than here; and why is it so? Is it because those who have the management are held to a much more strict account? We think so and therefore believe that with greater care fewer accidents would occur here.

RAILROAD RECEIPTS continue favorable in this country as well as in Europe. The income on the Central, Georgia, railroad, was \$43,749 greater during April, May, June and July this, than for the same period last year, and \$70,698 greater than in 1843. They will be still greater next year and continue to increase. On the Western railroad the receipts this year, to 16th inst, were \$34,959 greater than last year. At a *reduced* rate of fare, we are of the opinion that the increase would have been still greater. Such has been the effect of reductions in England, especially on the Grand Junction railway, as was stated in our last number. Others might also be referred to, and we think the Long Island road will prove the truth of this position. They charge their “through” travel lower fares and give them higher speed, we believe, than any other railroad in the country; we wish we could say as much in relation to their *way*—but they will learn wisdom.

LEXINGTON AND OHIO RAILROAD.—It will be recollected that we recently published a statement in relation to this railroad from the Louisville Democrat, we have received a letter from a gentleman, an engineer of great experience, who is familiar with this road, its cost, its working, its present business and its future prospects, and he assures us that the estimate given in that statement is entirely within the mark, and may be implicitly relied on. So we think, unless the cost of iron is put too low, and would therefore put the cost of completion and furnishing at \$2,000,000. We are also of the opinion that the traffic is put to low. If the present road of 28 miles transports 11,000 tons of freight and 18,500 passengers, the road when worked its entire length, 93 miles, will transport more than three times that amount and number.

We consider this an important road to Kentucky which ought to be completed without delay—and we are encouraged to believe that it *will* be under the management of its present able and experienced president Wm. R. McKee, Esq. It certainly will if the people of Kentucky have any enterprize or public spirit—as it will lead to other works of the kind, and open to her city of Louisville an extensive business which she cannot otherwise obtain. By a reference to our advertising pages the business arrangements of this road will be seen.

CANANDAIGUA AND CORNING RAILROAD.—A preliminary survey has been made of the proposed route for a railroad from Canandaigua to Corning, designed as a connecting link between the Albany and Buffalo and New York and Erie railroads. The distance to Corning is 69 miles and the estimated cost of road, and appendages, ready for use is 950,100 dollars, and its net income 119,252 dollars. Or 12½ per cent. This estimate is based upon a superstructure similar to that of the Utica and Syracuse road, but the engineer Mr. Marvin Porter, recommends a more expensive road—the use of heavier iron and puts the cost at 1,306,530 dollars, and so do we by all means, use the *heavy* rail, the cost is something more, yet the expense will be less in the end, and the safety greater; therefore use the heavy rail.

Georgia Railroad and Banking Co.

We owe an apology to the gentlemen of this company, for the delay in publishing their report. A copy of it was received at an early date, but was mislaid, and forgotten, but the receipt of a second copy has reminded us of our remissness and we now give the engineer's report, including a statement of the receipts, from different sources for the year, omitting the monthly statement—and a detailed statement of expenses in working and sustaining the road; that our readers may compare them with the report of last year published in this Journal, pages 246 and 274.

Since the report of last year was made, the road has been extended 26 miles to Covington, and is therefore now 137½ miles in length including 43 miles of branches, when completed as it is to be by 1st Sept., it will be 214½ miles in length. It is to be connected at Decatur with the "State," or "Western and Atlantic Railroad," which is also to be completed to Oostenaulla river in September, when there will be a continuous line of railroad of 343 miles, and including branches, of 452, terminating at Charleston S. C., thus securing that ancient city an amount of trade which, if she consults her own interest, and extends the railroad to the water—which must make her a place of business; but to derive all the advantages which the railroads are susceptible of affording her, she must remove the present obstructions which arise from having "a carrying place," between the termination of the road and the shipping.—Great difficulties have been encountered, and overcome by this company, and they are now, we are gratified in being able to say, about to realize at least one important object for which they have labored, the completion of their road—and they will, we trust, soon realize another equally important consideration, viz. ample dividends, as they must at no distant day, from the amount of travel and freight which is sure to pass over it.

ENGINEER'S DEPARTMENT,
Geo. Railroad and Banking Co.
Augusta, May 1st, 1845.

To the Hon. Jno. P. King, President;

SIR:—Since the date of my last annual report, our road has been extended to Covington, twenty-six miles west of its former terminus at Madison. During the same period, the graduation and bridging upon the whole line, with some immaterial exceptions, have been completed.

The wood work of the superstructure will be laid in a few days, continuously to the Little Stone Mountain, 17 miles above Covington, and the iron (which has been delayed by the Yellow river bridge) to a point some six miles beyond the river. To get thus far, we have had to require the iron to be wagoned across the river, at the expense

of the bridge contractor. Within a week, however, the bridge will be finished so as to pass the trains, and there will then be no farther interruption to a rapid continuation of the work to its final terminus.

The following statement will show the amount expended on account of the extension of the road, up to this date:

For graduation and culverts,.....	\$264,708 95
" Bridging.....	48,559 42
" Superstructure (including duty on iron,).....	366,744 07
" Right of way.....	17,147 84
" Real estate.....	10,431 53
" Engineering, depots, wells, division houses, &c.....	24,259 30
	\$731,851 11
Estimated cost of road, including duty,.....	\$894,000 00

Leaving to be expended,.....\$162,148 89

Which amount will be sufficient to meet all further demands for construction of road, depots, &c., extend the warehouse at Augusta, and supply such additional machinery as may be required for the road this year.

Notwithstanding the interruption to the progress of the work, from the magnitude of some of the bridges, and the almost impenetrable character of many of the rock excavations, I have every confidence that the entire road will be ready for use by the time reported to the last annual convention of stockholders. In connection with the Western and Atlantic Railroad (which will be finished to the Oostenaulla about the same time,) we shall then have a continuous line of railway from Augusta, of 250 miles—nearly double the length of our main line in use at the present time.

The extension of the Western and Atlantic railroad beyond the Oostenaulla is, for the present, suspended in consequence of the absorption of the state appropriation upon the road below it. It seems to me, however, that its early continuation to the Tennessee, appeals to too many of the incentives that control the actions of individuals and communities, to permit a long time to elapse before the work shall be again resumed. Without this extension to the navigable waters of the west, the state cannot expect to receive a remunerating traffic upon her road. With it, she will not only add greatly to the revenues of her work, but elevate its character, for a mere local improvement, to that of a national thoroughfare, connecting the "fertile west" with all the important markets on the southern Atlantic slope. The completion of the road to Chattanooga, will also place the Tennessee river in the same commanding position, as an avenue of trade between the west and the southern Atlantic states, that the Ohio now holds to the northern and middle states, and will present equal claims upon the general government for appropriations, to render it navigable for steamboats at all seasons, which it is understood can be effected at a much less cost than upon the Ohio.

The importance of the early completion of the improvements referred to above, to the prosperity of our enterprise, are too well known and appreciated by our stockholders to have required any notice of them in this re-

port. But as public attention has been called to another route, to accomplish the same object, terminating on the Tennessee lower down, which may divide the friends of the work, and consequently, delay its execution. I have thought it proper to present a few remarks on this subject, which, it appears to me, is so deeply interesting to us, both as citizens of the state and stockholders in our road.

While I am inclined to admit, that a route terminating on the Tennessee, at Gunter's landing, would have been preferable as the original design to that at Chattanooga, I am decidedly of the opinion, in view of the small amount necessary to complete the road as now laid out, and the impossibility of raising the capital required to build it on the route proposed, in a satisfactory manner, that it would be both a waste of time and money, to deviate from the present track.

In expressing doubts whether the terminus selected for the state road on the Tennessee, at Chattanooga, was the best that could have been obtained, I am not insensible to the many and strong reasons which influenced its choice, and must confess, that even with all the lights now before me, any preference entertained for the Gunter's landing route, would be surrendered, if the navigation of the river between these points should be perfected. The whole of north Alabama and Tennessee would then be accommodated, and by a short branch to Rome, the rich valley of the Coosa would also be drained.

The business of the road, and the expenses incurred in working it, during the year ending on the 31st of March, are shown in the following summary statement. A statement in detail of the several accounts below, will be found among the accompanying papers.

BUSINESS.

Passengers up,.....	\$40,234 75
" down,.....	34,017 80
Freight up,.....	72,033 21
" down,.....	90,121 67
United States mail,.....	31,960 32
Extra trips with passengers, &c.,.....	3,381 77
	\$271,749 53

EXPENSES.

Conducting Transportation,.....	\$32,280 67
Motive power,.....	28,734 13
Maintenance of way,....	45,054 60
Maintenance of cars,....	16,252 38
	\$122,311 78
Deduct estimated actual outlay for transporting 3,300 tons of iron, wooden rails and mud sills, at \$1 50 per ton, ..	\$5,100 00
	\$117,211 78

Leaving nett profits... \$154,537 74

The expenses of the road, as anticipated, are greater than they were last year, in consequence of higher wages paid for labor, and the increased business of the road, together with the necessity of substituting larger axles for many of those first put under the cars. The excess of down freight over the up, compared with the previous year, has also added to the expenses a greater percentage than to

the receipts. The difference, however, is only 3 per cent. The expenses last year being 40 per cent of the receipts, and this year 43 per cent.

If we take the number of miles run by the trains to perform the year's business, the comparison shows favorably with any previous period. The following statement gives it for the last two years:

Conducting	1844.	1845.
Transportation per mile run	\$0 17 50-100	\$0 16 50-100
Motive power, " "	0 16 80-100	0 14 70-100
Maintenance of cars,	0 06 75-100	0 05 25-100
Maintenance of way,	0 25	0 23
Total,	\$0 66 5-100	\$0 62 45-100

The transportation on the road, including iron and lumber for the extension, and exclusive of materials for repairs of road, &c., is equal to 2,352,896 tons carried one mile.—Exclusive of materials for the extension, it is 2,022,896 tons; which gives the cost of transportation, dividing the expenses between the passenger and freight trains according to the distance run by each, on the main line, and calling the Athens train a freight train, 3½ cents per ton per mile. The cost of transporting passengers (making due allowance for the mails,) is 2½ cents per passenger per mile. The cost of transporting, per ton and per passenger, here given as the deduction from our past year's business, is not to be taken as a criterion of the cost of carriage on railroads. This is mainly dependant upon the amount and character of the business done; and without a knowledge of these facts, no comparison can be made with other works. With double the amount of freight, our expenses would probably not have exceeded 2 cents per ton per mile; and if it had been received in such quantities as to have insured loaded trains each way, 1½ cents per ton would have covered expenses.

The cost of keeping up the road, estimating the average length of road in use during the year, at 155 miles, is \$290 $\frac{40}{100}$ per mile. Last year it was \$260 per mile for 147½ miles then in operation. The length of road now in use, including 43 miles of branches, is 173½ miles. When the entire line is completed it will be 214½ miles. The cost of keeping up the road for the last two years, is below what we may expect as an average rate. But I do not believe that it will, at any time, exceed \$350 per mile, unless occasioned by some extraordinary casualties, or the necessity of greatly increasing the speed of our trains, when it will be important to keep the track in more perfect adjustment.

The charges upon the books of the bank against the business of the road, up to this date, May 1, 1845, are.... \$179,612 23
The actual expenses (including the transportation of iron,) are,..... 122,311 78

Leaving,..... \$57,300 45

Which is accounted for by materials furnished and work done for the road, at the shops, as follows:

Cars built previous to April 1st, 1844 and not charged,.....	\$ 4,691 99
34 burden cars built since April 1st, 1844,.....	17,750 00
Extension of machine shop 70 feet,...	1,150 30
Extension of road—Alcove Bridge,...	3,567 31
Wood's Mill Bridge,.....	739 15
Bolts, Spikes, &c.,...	961 26

Superstructure,.....	244 31
Materials on hand, for repairs of road and for car and engine work, at shops, purchased since April 1st, 1844,.....	\$24,900 29
Disbursements to date, on account of business of 1845, and '46,.....	3,287 84

Amount as above,..... \$57,300 45

The unusually large amount of materials on hand, consists in a great measure of car wheels and bar and pig iron, which was purchased in view of an anticipated rise in these items, and which could not now be replaced without an additional outlay of several thousand dollars.

The stock of cars on the road on the 1st of April, 1844, was of passenger cars* 47 close, and 41 open burden cars. We now have the same number of passenger cars, 66 close and 56 open burden cars. Orders have been given to construct two more passenger and 50 close burden cars, to be ready for the opening of the business upon the Western and Atlantic railroad. This number will be further increased with the demands for their use.

We have also ordered two additional freight locomotives to be delivered during the ensuing summer. These will increase the number of our engines to 14, which we think will be sufficient to do the next winter's business.

The business of the road has exceeded that of last year, \$23,653 08, of which, the increase on up freight is \$2,372 02; on down freight, \$11,721 41; on passengers, \$6,749 33, and mails, \$2,810 32. From this exhibit it will be perceived, that notwithstanding many of our old customers have been attracted to new channels of transportation, we have been steadily drawing from other sections of the country, a trade that has more than compensated for their loss. We should not, however, rest satisfied without making some efforts to remove or modify the difficulties which have caused in many instances a diversion of our trade. These difficulties arise mainly from the imperfect connection between the eastern terminus of our road and the sea board. Upon the Charleston route, the drayage at both ends of their road is excessive, but particularly so at this end; and from the circumstances that it comes immediately under the notice of the interior merchants, who frequently remain in Augusta to forward their goods, is particularly objectionable to them.

Whether any modification of the present system can be brought about, I am unable to state; but it seems to me incumbent upon our company, either to make some efforts to modify the objections complained of, or endeavor to effect an arrangement which will insure a more perfect communication between this city and Savannah. The transportation upon the river is now not only dependent upon the stage of the water, but the freight lists of the steamboat companies exhibit rates for heavy articles—especially on those of little value—which, when compared with similar charges on rivers whose navigation is not more perfect than that of the Savannah, may be considered extravagant.

Upon the Ohio river between Pittsburg

and Cincinnati, a distance three times further than from Augusta to Savannah, the rates are only one half of those on the Savannah, or, one-sixth of them per 100 lbs. per mile.

Upon the Alabama river, the rates of freight are also greatly below those of the Savannah. But the chief difficulty on our river route is, the entire absence of boats calculated to run during the frequent low stages of the water. This difficulty will be considered surprising, when it is recollected that the water on the most difficult bars, never, as I am informed, falls below a depth of 20 inches—a point which it reaches only once in a series of years. With this minimum depth of water, I am satisfied from the inquiries that I have made, that produce and merchandize can be transported between Augusta and Savannah, at all seasons of the year, provided fair loads can be obtained each way, at a cost of 5½ cents per 100 lbs., including interest on capital, repairs, and depreciation in value of boats. If an average of only half loads, or full loads one way, can be obtained, then 9 cents would cover costs, &c., &c.

The importance of this subject to the revenues of our company, will be appreciated by those who witnessed the great loss of freight sustained by the road during last season—amounting, at the lowest estimate I can make, to \$15,000—probably much more.

The adjustment of our rates of freight, has heretofore been assigned to the engineer department; but as the extension of the road has greatly increased the importance and responsibility of this duty, I would respectfully suggest to the board the propriety of appointing an executive committee to take charge of this subject.

Before another meeting of our stockholders, the enterprize upon which they have been so long engaged, will be brought to a final termination; and I trust that they will then begin to receive an adequate return for their capital invested. The period chosen for the extension of the road, could not have been more propitious. Not only have we been enabled to get the work executed upon the most favorable terms, but a timely order for our iron has given us that item at about \$150,000 less than it can now be bought for.

In closing this communication, I regret to state, that the company will shortly lose the efficient services of Mr. Peters, who has been associated with me, either on the construction of the road, or the management of its business, from the commencement of the work. His place at the head of the transportation department, will be filled by F. C. Arms, Esq., already favorably known to the stockholders, and who has been for some time fulfilling the duties of the office, under the immediate direction of Mr. Peters.

All of which, is respectfully
submitted by your obt^d serv't,

J. EDGAR THOMPSON.

Ch'f. Eng'r. & Gen'l. Ag't

Statement of the aggregate amount of business done on the Georgia railroad from April 1. 1844, to April 1 1845.

Passengers,.....	74,252 55
Freight,.....	162,154 88

Mail,	31,960 32
Way passengers, warrenton br'ch.	33 64
Extra trips,	2,132 99
Extra baggage, etc.	503 23
Lots negroes,	642 75
Freight between stations.	70 16

\$271,749 52

Statement of the expenses incurred for working the Georgia Railroad, from April 1, 1844, to April 1, 1845.

CONDUCTING TRANSPORTATION.

Stationery and printing, etc.	1,735 15
Loss, damage (including \$342 42-100 for stock killed by trains)	1,004 89
Incidentals.	1,885 25
Oil and tallow for cars.	178 38
Provisions, clothing, doctors' bills, etc. for negroes.	3,244 12
Expenses of Warrenton branch.	586 32
Expenses of horse car, Athens branch.	1,145 35
Wages laborers and watchmen.	4,317 84
Agents and clerks.	13,168 56
Conductors.	4,997 81
Work done by machine shops.	16 00

\$32,280 67

MOTIVE POWER.

Expenses of water stations.	2,023 57
Incidentals.	210 19
Wood for locomotives.	7,602 62
Oil and tallow for engines.	1,280 42
Ordinary and extraordinary repairs to locomotives.	5,352 50
Engineers and firemen.	8,381 35
Provisions, clothing, doctors' bills, etc. for negroes.	3,348 88
Work done by car factory.	524 60

28,724 13

MAINTENANCE OF WAY.

Men's wages.	16,381 97
Supervisors.	2,380 00
Provisions, clothing, doctors' bills, etc. for negroes.	4,145 98
Incidentals.	86 51
Tools.	941 33
Spikes.	2,153 23
Wooden rails and cross ties.	17,475 60
Work done by car factory.	537 00
" " " Machine shops.	943 98

\$45,054 60

MAINTENANCE OF CARS.

Re-building passenger car, Covington.	1,600 00
Repairs of passenger and burden cars.	4,952 38
New cars in place of others worn out.	2,250 00
Renewal of wheels and axles.	7,450 00

\$16,252 38

Total expenses.	\$122,311 78
Deduct estimated actual cost of transporting lumber and iron, for 26 miles of extension of road—equal to 3,300 tons \$1 50,	\$5,100 00

Leaving the expenses of the regular business for the year. 117,211 78

The Canal Tolls Reduced.

We find in the Albany Argus the following statement in relation to the reduction of the tolls on the N. Y. canals. It will be seen by this that the tolls as now arranged for 1846 on the up and down freight together, will be just one half that of 1832. That is to say in 1832 the freight on a ton of merchandize up, and a ton of flour down, was \$15,241,—whereas it will be by this rate \$7,621—and the difference in the tolls on a boat load of fifty tons to Buffalo and fifty tons of flour back to Albany will be \$113,90—a very important reduction, certainly; yet we have not a doubt but that the tolls for 1846 and 47 will exceed those of 1844 and 45, as much as those of 1835 and 36 exceeded those of the two years preceding the

reduction of 1833 and 34. This is the true method of inducing or creating business.

"The canal board, it is generally known, has been in session in this city for the past fortnight. The canal tolls, among other subjects have been fully considered, and a general reduction of the rates of toll on the state canals has been made, to take effect the opening of navigation in 1846. The Atlas contains the following statement of the extent and effect of these reductions:

"The rate on flour, wheat, beef, pork, and most agricultural products, has been reduced from 4½ to 4 mills per 1000 lbs. per mile. This alteration on the quantity of agricultural products transported in 1844, will make a difference of more than one hundred thousand dollars.

"The rates on salt and gypsum of this state, not entitled to bounty, have been reduced from 2 mills and 3-10ths to 1½ mills per 1000 lbs. per mile.

"Mineral coal, not entitled to bounty has been reduced from 4½ mills to one mill.

"Timber squared and round, has been reduced from 5 to 4 mills. The same in rafts is not altered from the old rates. A scale of rates per thousand pounds is fixed for various kinds of sawed timber, but the toll is not essentially altered: when not weighed, the rate per 1000 feet reduced to inch measure, stands at 5 mills.

"Staves and headings for barrels as well as hogshead, are put at 1½ mills per 1000 lbs. per mile; wood for fuel, in boats, is reduced from one cent per cord, per mile, to half a cent, to take effect on the first of August, 1845.

"All articles of merchandize, heretofore, have been grouped and charged at 9 mills. The board has now made a discrimination between heavy and light articles; and on sugar, molasses, coffee, nails, spikes, iron and steel, the toll is reduced from 9 mills per 1000 pounds per mile, to 5 mills. All other articles of merchandize and non-enumerated articles going from tide water, are to be charged at 8 mills per 1000 lbs. per mile.

"The reduction of one mill on the quantity of merchandize transported in 1844, is equal to sixty-five thousand dollars. The farther reduction of 3 mills on sugar, molasses and the other articles enumerated, will add very essentially to the aggregate reduction on merchandize; but the precise amount cannot be ascertained.

"The reduction on sugar, molasses, and other heavy articles of merchandize was rendered necessary by the reduced rate at which these articles are transported on rival routes. The reduction on minerals not embraced in the law giving a bounty, was made on a representation that considerable quantities of bituminous coal may be brought on to Erie canal from Pennsylvania by way of Buffalo. The bounty law does not reach this case, but is confined to coal, "coming through a lateral canal."

"The toll on packet boats running on the Genesee Valley, Chenango, and Cayuga and Seneca canals is reduced to 3 cents per mile, to take effect 1st of August. All non-enume-

rated articles coming towards tide water are reduced from 4½ to 4 mills per 1000 lbs. per mile.

"It is estimated that the whole reduction, applied to the quantity of articles transported in 1844, would be equal to \$250,000. In the years 1833 and 1834, reductions were made in the rates of toll equal to an average of about 35½ per cent on all articles. Instead of diminishing the aggregate amount of revenue, the tolls for two years after the reduction exceeded by \$333,000 the amount collected in the two preceding years at the old rates of toll. If a similar increase is not realized by the present reduction, it is confidently anticipated that the measure will not have an unfavorable influence on revenue, and will have a decidedly favorable effect on the trade of the canals.

The following comparative statement of the sums charged on property transported, at four different periods, shows the extent of the diminution in the rates of toll, and the saving which these modifications secure to those who use the canals.

"Toll on 1000 lbs. of merchandize from Albany to Buffalo, and on 1000 lbs. of flour or provisions from Buffalo to Albany.

	1832.	1833.	1834.	1846.
Up toll.	\$5-08 2-10	\$4-35 6-10	\$3-26 70-100	\$2-35 95-100
Down "	2-54	1-81 5-10	1-62 35-100	1-35 20-100
	\$7-62 2-10	\$6-17 1-10	\$4-89 5-100	\$3-81 15-10

"It is seen above, that the toll has been reduced one half since 1832.

"The toll on a boat load of 50 tons of merchandize, from Albany to Buffalo, (363 miles) would amount, by the rates in 1844, to \$326 70 And by the rates in 1846, estimating one half the cargo to be sugar, molasses, and articles enumerated at 5 mills, and the other half the cargo at 8 mills, 235 95

Gain to the owner on a single load, \$90 96

The toll on fifty tons of flour or agricultural products from Buffalo to Albany, would amount at the rates of toll in 1844, to \$169 35 And by the rates in 1846, to 145 20

Gain to the owner by the reduction in the rates of toll. \$23 15

Thus the transporter who brings a load of produce from Buffalo to Albany, of 50 tons and returns with a cargo of 50 tons of merchandize, makes a clear gain by the present reduction in the rates of toll, equal to \$113 90. And comparing the rates as established for 1846, with the rates of 1832, and there is a saving to the transporter on two cargoes as before referred to, of \$381 15, equal to a reduction of one half since 1832."

The Words of Truth and Soberness.—The following extract from a letter dated Ballston Spa, July 24th, published in the Journal of Commerce, contains many important truths in a very small compass, and we ask for it the serious and immediate attention of every New Yorker. They may rest assured that they have got these roads to build, even in self defence, and it will cost less to complete them within the next three years, than at any future period. It is therefore for

their interest to avail themselves of the present exceedingly favorable law of the last legislature.

"I have also visited that *omnium gatherum*—Saratoga springs. It is crowded in the extreme. Boston is well represented there.—The enterprize of our down east friends in the railroad line—their successful efforts in diverting from us a portion of our trade, is with them a subject of exultation, which they do not take much pains to suppress. The great Northern railroad from Ogdensburg to lake Champlain, and thence to Boston, is the point or subject upon which they are now most excited. From what I have heard and seen since I left the city, I am convinced that that gigantic work will be executed. Then, when a great portion of our western trade shall be lost, New Yorkers will begin to reproach themselves for not having seasonably put forth their strong arms and held on to their *own*. This they can do by making the Erie railway. Extend the Harlem to Albany, and complete the Erie, and New York will be safe. Without these two great thoroughfares, much of her trade will be lost to her. She will be tapped at various points. British capitalists have resolved to construct a railroad from Toronto to Detroit, so as to drive more of the western trade down the St. Lawrence. This I have learned from the best authority. Is it not astonishing that, with a bonus from the state of \$3,000,000 our capitalists and business men in New York have not long since raised the three millions required by the late act of legislature? Talk with a Bostonian, and he cannot understand it. "What!" said one, the other day, "cannot the great city of New York raise this comparatively small sum for so great an object—one warranting such strong hopes of large dividends? I made the best explanation that the case admitted of, but almost hung my head for being a New Yorker.

"In regard to the Erie railroad, it must be vigorously commenced *now* or never. The legislature will grant no further favor, and I have reason to believe, that if the conditions of the act of the last session are not strictly complied with, the three million bonus will be irretrievably lost. The time for raising the three millions by subscription will never be extended. It is to be hoped, then, that our Rip Van Winkles will awake from their false security before the expiration of the term specified in the act. Our late calamity should teach capitalists a lesson. They should learn from it, that stocks may burn; that houses and stores may burn; that mortgages too, may burn with the buildings which constitute their security. Let them then try another basket for some of their eggs—one that has proved such a *favorite* one with down easters. With them, railroad stocks are regarded as the best of investments."

How true the remark that "stocks may burn" and "houses and stores may burn" and that "mortgages too may burn, with the buildings that constitute their security"—but where is there an instance, either in this coun-

try or in Europe of a judiciously located, well constructed and well managed railroad which does not pay a fair and regularly increasing interest upon the investment, in *addition* to the benefits and conveniences which it affords to the *thousands*—to the people!—We know not one.

Railroad Lettings.

The directors of the Cheshire railroad are ready we understand, to receive proposals for grading the first section of their road, namely, that part of the route which lies between the Massachusetts line, at Winchendon, and Keene, in New Hampshire.

We learn from the Belknap Gazette that \$20,000 of the stock of the Boston, Concord and Montreal road is taken in Holderness, and that between \$200,000 and \$300,000 of the stock was subscribed for in Boston up to Friday last. A considerable amount of the stock has been subscribed for in this town.

It is said that the stock is nearly, if not quite, all taken up of the Portsmouth and Concord railroad.

More than half the embankment for the Northampton and Springfield railroad is graded and finished, and the rest will be ready as soon as it is needed for the rails. The bridge at Chicopee is progressing rapidly.

The union of short roads where it can be done strikes us as good policy, as it reduces expenses, and insures greater unity of action; we are therefore pleased to learn that the stockholders in Randolph and Bridgewater, Middleboro and Fall River railroads, have united in one corporation. An engineer we understand will at once proceed to survey the entire line.

The Ogdensburg railroad commissioners are now in Boston, and have met with a very favorable reception.

A further assessment of ten dollars per share has been made by the Brattleboro railroad directors.

We could never see the policy, or the necessity, of a railroad from Providence to Worcester, which it is now thought, will not succeed, \$300,000 are still wanting and the spirit is subsiding.

STOCKTON & DARLINGTON RAILROAD COMPANY.—This Co., it appears by the Railway Chronicle of July 19th, "have reduced railway dues," or charges, "33 per cent. on all coals conveyed over their line from the Auckland coalfield to river Tees for shipment.—This reduction has been made to enable the coal owners to meet the great competition in the trade," and well can they afford to reduce their charges, as their stock stands quoted at £250, per share for £100, paid in.

ROUEN AND HAVRE RAILROAD.—The works on this road are advancing rapidly, and it is anticipated that it will be in readiness for use by the 1st of May next. There is much heavy work on this line, the tunnels being 6224 metres—about 3½ miles, and the viaduct over the Mirville is to have 50 arches of 10 metres, or 33 feet span each, and 52 metres or about 170 feet high.

Mining in America.—Agents for parties in the United States interested in the extension and success of mineral works there, are now in England, busily engaged in selecting our best workmen, and engaging them for employment in America: no less than forty of the men at the Bishop Wearmouth Iron Works have been tempted to give up their employment in England, and to proceed to the United States, to be employed in a manufactory there."

We are always pleased to learn that good mechanics, or other artisans are emigrating to this country—we can assure the editor of the Mining Journal that he need not fear that any of them will be under the necessity of returning again to England: nor need he be surprised to hear within a few years that some of them are iron masters, or manufacturers on their own account—nor even to hear that some of them are members of our state legislatures, or of congress.

Improvements in the Manufacture of Iron.—We find the following in relation to the manufacture of iron in the Mining Journal of 26th. July. At the late meeting of the British Association, at Cambridge, Dr. Lyon Playfair read a report, prepared by Prof. Bunsen and himself, on the chemical changes occurring in iron furnaces. During many years the attention of scientific men on the continent had been directed to the employment as fuel of the combustible gases that escaped from the mouths of furnaces. Dr. Playfair and Prof. Bunsen have carefully examined the gasses taken from the different heights of the furnace, and gave tabulated results of their analyses, the results of which were that for the depth of twenty-four feet down the body of iron hot-blast furnaces worked with coal there is no available heat for the melting of the metal, the whole of the heat for that extent of the furnace being employed in distilling the coal. The important fact which they established by their experiments is, that in common hot-blast furnaces, as at present employed, 91 per cent. of the heating power of the fuel is lost—that is, only nine parts out of one hundred are effective, the remaining portion being carried off in gases. It was proposed, therefore, to collect the gas as it issues from the furnace mouth, and to employ it usefully in various parts of the works, though they did not recommend the re-introduction of such gas into the furnace for smelting the metal. Dr. Playfair said that these researches had led them to the consideration of a new system of manufacturing iron, which would produce a complete revolution in the

present mode, but they had not had sufficient time to digest the plan to authorize them to recommend it to the association; it would form the subject of their labors for the next year.

LEXINGTON and OHIO RAILROAD.

Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m. Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1.25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above. 1y35

TO IRON MANUFACTURERS. THE SUB-scribers, as Agents of Mr. George Crane, of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of iron according to Mr. Crane's principle.

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SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 1½ to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

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— REFERENCES. —

Boston, { Col. James F. Baldwin, Civil Engineer.
Col. J. M. Fessenden, " "

Wm. Parker, Esq., Engineer and Superintendent
Boston and Worcester railroad. ja45

LAWRENCE'S ROSENDALE HYDRAULIC Cement. This Cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Floors and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by JOHN W. LAWRENCE,
142 Front street, New York.

Orders for the above will be received and promptly attended to at this office. 32

PASSENGER LINES FROM BOS- TON.

Eastern Railroad—Boston to Portland, via Salem Newburyport, Portsmouth and Saco. Trains leave daily, except Sundays. Boston for Portland 7½ a.m. and 2½ p.m.; Newburyport and Portsmouth 7½ a.m., 2 1-2, 5 1-2 p.m.; Salem 7½, 9 a.m., 12½, 2 1-2, 3 1-2, 5 1-2, 6½ and 8 p.m.; Salem for Marblehead 8½, 9½ 10½ a.m.; 1, 3½, 4½, 6½, 8½ p.m. 32

Boston and Maine railroad—Upper route. Boston to Portland, via Charlestown, Wilmington, Andover, North Andover, Haverhill, Exeter, Dover, Somersworth, Berwick, Kennebunk, Saco, and Scarborough. Passenger trains will run daily, Sundays excepted, as follows, viz: Leave Boston for Portland at 7½ a.m. and 2½ p.m.; for Great Falls at 7½ a.m., 2½, 4½ p.m.; for Haverhill at 7½ a.m., 2½, 4½ and 6½ p.m.; leave Portland for Boston at 7½ a.m. and 3 p.m.

A special train will leave Boston for Andover at 12 m., and Andover for Boston at 4½ p.m.

The depot in Boston is at the corner of Canal and Traverser streets. CHARLES MINOT,
32 Superintendent.

Norwich and Worcester railroad.—Accommodation trains, daily, except Sunday. Leave Norwich at 6 a.m. and 4½ p.m., leave Worcester at 10 a.m. and 4½ p.m. The morning train from Norwich, and the morning and evening train from Worcester, connect with the Boston, Western and Hartford and Springfield railroads. New York train, via steamboat, leaves Norwich for Worcester and Boston, except Monday, upon the arrival of the boat from New York, about 2 o'clock; leave Worcester for Norwich and New York at 5½ p.m. daily, except Sundays. New York train, via Long Island railroad, leaves Norwich about 3½ p.m. for Worcester and Boston daily, except Sunday; leaves Worcester for Norwich and New York at 7½ a.m. daily, except Sunday, and arrives at Norwich at 9½.

Fares are less when paid for tickets than when paid in the cars. EMERSON FOOTE,
32 Superintendent.

Boston and Lowell Railroad, Summer Ar-rangement.—The passenger trains will run as follows: Leave Boston at 7 and 11 a.m., 2 1-2 and 5 1-2 p.m.; leave Lowell at 7½ and 11 a.m., 2 and 5½ p.m. Fare 75 cents. 32

Nashua and Lowell Railroad.—Passenger trains will run as follows: Leave Boston at 7 a.m., 11 a.m. and 5 p.m.; leave Nashua at 6 1-2 a.m., 1½ p.m. and 4½ p.m. 32

Concord and Nashua Railroad.—Passenger trains run daily, Sundays excepted, in connection with the Boston and Lowell, and Nashua and Lowell railroads, as follows: Leave Boston at 7 a.m., 11 a.m. and 5 1-2 p.m.; leave Concord at 4½ a.m., 11½ a.m. and 3½ p.m. The second train arrives in Boston in season for passengers to take the railroad train to New York. Stages, on the arrival of the first train at Concord, leave by various routes for the different parts of the state, Vermont and Canada. On the second day from Boston Stages reach Royalton, Middlebury, Montpelier and Burlington, connecting there with the steamboat line to Montreal. Stages also run from Haverhill to Stanstead and Montreal. 32

Woburn Branch Railroad.—Special trains will run as follows: Leave Boston at 8 and 11½ a.m., and 3 and 6 1-2 p.m.; leave Woburn Centre at 7 and 9 a.m., and 1 1-2 and 5½ p.m. These trains will stop for way passengers anywhere between Woburn Centre and Boston.

WALDO HIGGINSON,
Agent B. & L. Railroad Co. 32

Fitchburg Railroad.—Leave Charlestown at 7 and 11 a.m. and 5 p.m.; leave Fitchburg at 6 1-2 and 11 a.m. and 4 1-2 p.m. Special trains will be run to Waltham and Concord as follows: Leave Concord for Charlestown at 7 a.m.; leave Waltham for Charlestown at 7 1-2 and 10 1-2 a.m., 4½ p.m.; leave Charlestown for Waltham at 9 1-2 a.m., 3 and 6 p.m.; leave Charlestown for Concord at 6 p.m. On the arrival of the two morning trains at Fitchburg stages will leave for all the principal towns in western Massachusetts, New Hampshire and Vermont. S. M. FELTON,
Eng. and Sup't. 32

Boston and Worcester Railroad.—Summer arrangement.—For Worcester and way stations at 7 1-2 a.m., 1 3-4 and 5 p.m.; for Milbury at 7 1-2 a.m. and 11 a.m.; for New York, by Norwich and steamer, 4 p.m.; day line for New York, by Long Island railroad, at 6 a.m.; for Boston and way stations at 7 and 10 a.m., 4 1-2 p.m. Newton trains, daily, except Sunday, from Boston at 9 1-2 a.m., 3, 5½ and 7 p.m.; from Newton at 7½ and 10½ a.m., 4 and 6 p.m.

Fares are less at the ticket offices than in the cars. WM. PARKER, Sup't. 32

Boston and Providence Railroad.—Passenger trains run as follows: For New York, night line, via Stonington; leave Boston every day, Sundays excepted, at 5 o'clock p.m.; accommodation trains leave Boston at 7 1-2 a.m. and 4 p.m., and Providence at 8 a.m. and 4 p.m.; Dedham trains leave Boston at 8½ a.m., 12 1-2, 3 1-2 and 6 1-2 p.m.; leave Dedham at 7 and 10 a.m., 2½ and 5½ p.m.; Stoughton trains leave Boston at 12 m. and 5 20 p.m.; leave Stoughton at 7 1-2 a.m. and 3 p.m. 32

WM. RAYMOND LEE, Sup't.

Western Railroad.—Summer arrangement.—Passenger trains leave daily, Sundays excepted, as follows: Boston 7 12 a.m. and 4 p.m. for Albany; Albany 6 3-4 a.m. and 2 1-2 p.m. for Boston; Springfield 7 a.m. and 1 p.m. for Albany; Springfield 7 a.m. and 1 1-2 p.m. for Boston. For Albany and Buffalo—Leave Boston at 7 1-2 a.m., arrive at Albany at 6 p.m.; leave Albany at 8 p.m. for Buffalo, or at 7 1-2 o'clock next morning. For Montreal—Passengers proceed from Albany to Troy, thence by railroad and canal to Whitehall, and thence by the commodious steamers of lake Champlain (stopping at Burlington) to St. Johns, thence by railroad to La Prairie, and thence by steam to Montreal. New York, via Hartford and New Haven; day route—Leave Boston at 4 p.m., lodge at Springfield or Hartford; leave Springfield at 9½ a.m., and arrive in New York at 6 p.m. Passengers may also leave Boston at 7 1-2 a.m., proceed at 1 or 4 1-2 p.m. from Springfield to New Haven; leave New Haven at 10 p.m. and arrive in New York at 6 o'clock next morning.

For further information apply to Charles A. Read, agent, 27 State street, Boston.

JAMES BARNES,
Superintendent and Engineer. 32

Taunton Branch and New Bedford and Taunton Railroads.—Trains leave Boston for Taunton and New Bedford at 7 1-2 o'clock a.m. and 4 p.m.; leave Providence for Taunton and New Bedford at 8 o'clock a.m. and 4 p.m.; leave New Bedford for Boston and Providence at 7½ o'clock a.m. and 3½ p.m.; leave Taunton for Boston and Providence at 8½ o'clock a.m. and 4½ p.m.; leave Taunton for New Bedford at 9 o'clock a.m. and 5 1-2 p.m. Afternoon trains connect with Stonington cars and steamers for New York. Morning cars connect with the Long Island train on Monday, Wednesday and Friday. W. A. CROCKER,
General Superintendent. 32

Fall river Branch Railroad.—Trains leave Boston for Fall River daily, Sundays excepted, at 7 1-2 a.m. and 4 p.m.; trains leave Fall River for Taunton, Boston and Providence at 7½ a.m. and 3 p.m.; trains leave Fall River for New Bedford at 7½ and 9 a.m., and 5 1-2 p.m.

For Newport.—Passengers from Boston to Newport will find stages in readiness on the arrival of the morning cars at Fall River to take them onward. Fare through \$2. Tickets for the stage will be furnished by the conductor on the Fall River Branch Road.

Stages also leave Fall River at 1 o'clock p.m., for Tiverton, Four Corners, Adamsville and Little Compton. SAM'L H. P. LEE, Jr.,
Superintendent. 32

TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside. THOMAS & EDMUND GEORGE,
ja45 N. E. cor. 12th and Market sts., Philad., Pa.

FOR SALE, AT A SACRIFICE—A LOCOMotive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine. 2 8-horse " " " "


1 Upright Hydraulic Press.

All of which will be sold low, on application to

T. W. & R. C. SMITH,
Founders and Machinists,
Alexandria, D. C.

May 13th

FROM PHILADELPHIA. PASSENGER LINES NORTH AND EAST.

 *Camden and Amboy Line.*—By Railroad and Steamboat from Amboy. Leave foot of Walnut street daily, Sundays excepted, at 5½ a.m. Fare \$3. Forward deck \$2.25. Also for New York, by way of Trenton, Princeton, New Brunswick, Elizabethtown and Newark, N.J., daily from foot of Walnut street, at 9 a.m., and 5 p.m.—Fare \$4. 31

For Reading and Pottsville. By Reading Railroad. Daily, Sundays excepted, from the Depot, corner of Broad and Cherry streets at 8 a.m. Fare, \$3.50. Second class, \$3. To Reading \$2.25. Second class \$1.90. 31

For Mauch Chunk and Wilkesbarre.—By *Express and Reliance Line.* Daily, from the corner of Broad and Cherry streets, at 9 a.m. 31
PETERS, MILTIMORE & CO.

For Easton and Bethlehem. By Post Coaches. Leave the Office, next door to the White Swan, Race street, daily, at 4 a.m. 31
PETERS, HAMMIT & CO.

For Baltimore. By Railroad. Fare \$2. Via Chester, Wilmington, Elkton, Havre de Grace. Leave Philadelphia, Depot, 11th and Market street, daily, Sundays excepted, at 8 a.m., 4 p.m. Leave Baltimore, Depot, Pratt street, daily, Sundays excepted, at 9 a.m., 8 p.m. Tickets through to Wheeling and Pittsburg can be procured at the Depot. 31


Wilmington Accommodation Line, leaves the Depot, 11th and Market sts. daily, except Sunday, at 10 a.m. and 4 p.m. Leaves Wilmington at 7 a.m. and 4½ p.m. G H HUDDLE, Agent. 31

For Baltimore. By Newcastle & Frenchtown Railroad and Steamboat Line. Fare \$1. The Steamboat Robert Morris, Capt. J. M. Douglass, leaves Dock street wharf daily, except Sunday, at 3 o'clock. Passengers by this line will reach Baltimore at about 10 p.m. Tickets through to Wheeling or Pittsburg can be procured on board the boat. G H HUDDLE, Agent. 31

For Baltimore, via Lancaster, Columbia and York. By the Susquehanna Railroad, daily, Sunday excepted, leave the Depot 274 Market st., at 7½ a.m., and 12 at night, for Columbia, and leave Columbia at 2 p.m. for Baltimore. Dine at York and arrive in Baltimore in time for early tea; passing through the most highly cultivated and beautiful part of Pennsylvania, and romantic part of Maryland. 31

For Pittsburg, via Columbia and Lancaster Railroads. Leave the Depot 274 Market st. daily, at 7½ a.m. The Night Line will leave as usual at 12 midnight. At Harrisburg this line connects with the Railroad and Stage Line for Carlisle, Chambersburg and Pittsburg, with the Packet boats for Lewistown, Huntingdon, Hollidaysburg and Pittsburg; also with the Susquehanna Packet boats to Northumberland, Milton, Muncy, Williamsport, etc. Through tickets for any for any of the above places can be secured at the depot, where every information relative to the above lines will be given. Passengers for York and Gettysburg will leave in the 7½ line. JACOB PETERS & CO. 31


For Pittsburg. By the Pioneer and Express Packet Line. Leave the Depot, 274 Market st. above 8th, at 7½ a.m. By this route travellers may be assured of a safe and comfortable passage, every arrangement having been made for their accommodation. Office N. E. 4th and Chestnut sts. Seats may also be procured at the Depot, and at 13 South 3d st. A CUMMINGS, Agent. 31

 *Susquehanna Line of Railroad Cars and Post Coaches.*

This line leaves the depot, corner of Broad and Cherry streets, daily, [Sundays excepted] at 8 o'clock, a.m., via Reading and Pottsville railroad, for Sunbury, Danville, Catawissa, Northumberland, Milton, Muncy, Williamsport, Towanda, Bellefonte, Jersey Shore, Lockhaven, Ralston and Elmira. For seats apply at the stage office, 104 Race street, under the White Swan Hotel. 34

S. STILES, Agent.


FROM BALTIMORE. PASSENGER LINES SOUTH AND WEST.

 *Baltimore and Ohio Railroad.*—For Cumberland, Hancock, Martinsburg, Harper's Ferry, Winchester, Frederick, Ellicott's Mills, and intermediate depots by the regular train, daily, at 7½ o'clock, a.m. For Frederick and intermediate stations, by extra train, daily, except Sunday, at 4 p.m. 31

Fare in either direction between Baltimore and Cumberland \$7, and for intermediate distances at the uniform rate of 4 cts. per mile. Through tickets are issued between Baltimore and Wheeling respectively, \$11. Between Baltimore and Pittsburg, \$10. Between Philadelphia and Wheeling \$13. 31
D. J. FOLEY, Agent.

For Washington. From Baltimore at 9 o'clock, a.m.; 5 p.m.; and 11½ p.m. By order, 31
D. J. FOLEY, Agent.

SUMMER ARRANGEMENT—FARE REDUCED.

 By the Great Southern Mail Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburg, Weldon, and Charleston, S. C. 31

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21; whereby the traveller saves \$4.25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21; Baltimore to Weldon \$10; Baltimore to Petersburg \$7.50; Baltimore to Richmond \$7. 31

Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 3½ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburg, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m. 31

Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by 2½ o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those do who take the Bay route. 31

Way Mail Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p.m.; arrive in Baltimore at 2½ p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboat.—Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m. 31

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore. 31

STOCKTON & FALLS.

For Norfolk and the South, by steamboat through the Chesapeake bay to Norfolk, and then by railroad to Weldon, Wilmington or Raleigh, etc. Leaves Baltimore daily [except Sundays] from Spears' wharf, at 4 p.m., and arrives at Norfolk next morning at 7 o'clock; fare \$6. Leaves Norfolk at 8 a.m. and arrive at Wilmington next day at 12 m. and Charleston next morning at 7. Fare through \$21. 31

For Philadelphia (Union Line), via Chesapeake and Delaware Bay, and Newcastle and Frenchtown Railroad.—The well known steamboat Constitution, Capt. Chaytor, has commenced her regular trips for the season, leaving Bowly's wharf, foot of South street, at 8 o'clock, p.m. daily [except Sundays] for Philadelphia. Through in 8 hours. Fare \$3. 31

Morning Train for Philadelphia.

The morning train leaves the depot, Pratt street, daily [except Sundays] at 9 o'clock, a.m. Passengers arrive at Philadelphia in full time to continue on by the mail train for New York. Fare \$3. Sunday evening Mail Train—the only line that departs from Baltimore on Sundays for Philadelphia, is the mail train which leaves Pratt street depot, at 8 p.m. Fare \$3. 31

For Philadelphia, via York, Columbia and Lancaster, by the Baltimore and Susquehanna railroad. Cars leave from their office, 63 North street, daily [Sundays excepted] at 9 o'clock, a.m. Fare \$3.50. 31

GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 1½ in. to 24 in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective iron and Brass Castings of all descriptions. 31
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NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design. 31

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them. 31

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable. 31

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York. 31

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee. G. A. NICOLLS, 31
Reading, Pa.

MACHINE WORKS OF ROGERS, KETCHUM & GROSVENOR, PATTERSON, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch. 31

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars. 31

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship. 31

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions. 31

ROGERS, KETCHUM & GROSVENOR, 31
a45 Paterson, N. J., or 60 Wall street, N. York.

RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States. 31

DAVIS, BROOKS & CO., 31
21 Broad st., N. York.

FROM NEW YORK

New York and Harlem Railroad Company.
 Leave City Hall for Yorkville, Harlem and Morrisania at 5.30, 7, 8, 9, 10, a.m.; 1, 2, 3, 3.30, 4, 5, 5.30, 6, p.m. For Fordham and Williams' Bridge at 5.30, 7, 10, a.m.; 2, 3.30, 5, 6, p.m. For White Plains at 7 and 10 a.m.; 2 and 5 p.m. Leave Morrisania and Harlem for City Hall at 6.20, 8, 9, 10, 11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams' Bridge for City Hall at 7, 7.40, 10.40 a.m.; 2.40, 5, 5.40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m. 31

New York and Erie Railroad Line.
 For Middletown, Goshen, and intermediate places. Two daily lines each way, as follows:—For passengers.—The new, fast and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted], at 7½ o'clock, A.M., and 4 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4½ P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets.

H. C. SEYMOUR, Superintendent.
 Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghamton, Owego, Port Jervis, Honesdale, Carbondale, etc.
 On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc. 31

PASSENGER LINES FOR THE NORTH AND WEST.

Morning Line, at 7 o'clock.—For Albany, Troy, and intermediate landings.—The steamboat Troy, Capt. A. Gorham, will leave New York, foot of Barclay street, at 7 o'clock, A.M., every Tuesday, Thursday, and Saturday. The steamboat Niagara, Capt. DeGroot, leaves New York at 7 o'clock, A.M. Monday, Wednesday, and Friday. 31

Afternoon, or 5 and 7 o'clock Line.—At 5 o'clock, P.M., landing at intermediate places, from the foot of Barclay street.—The steamboat New Jersey, Capt. H. H. Fury, will leave on Monday, Wednesday, Friday, and Sunday. The steamboat South America, Capt. M. H. Truesdell, will leave on Tuesday, Thursday, and Saturday. For passage or freight apply on board, or to

P. C. SCHULTZ,
 At the office on the wharf. 31

Evening, or 7 o'clock Line.—Line steamboats for Albany.—Daily, Sundays excepted.—Through direct at 7 o'clock P.M. from pier between Courtlandt and Liberty streets.—Steamboat Rochester, Capt. R. G. Crittenden, will leave on Monday, Wednesday, and Friday. Steamboat Knickerbocker, Captain A. Houghton, will leave on Tuesday, Thursday, and Saturday. 31

For Albany and Troy, direct, at 7 o'clock, P.M., from the steamboat pier, foot of Courtlandt street. The Empire, Capt. R. B. Macy, Tuesday, Thursday and Saturday. The Columbia, Capt. Wm. H. Peck, Monday, Wednesday, and Friday. 31

Troy and Greenbush Railroad.
 Leave Troy, at 6 o'clock, A. M., to Boston and Albany; 8½, do., do., do.; 10½, do., do.; 2, P.M., to Boston and Albany; 4, do., do., do. Leave Albany at 7½ o'clock, A.M.; 9½, do., do.; 12, M., or on arrival of the Boston train; 3, P.M.; 6, P.M., or on arrival of the Boston train.—Fare, 12½ cents.

Passengers at Albany should procure tickets at the Boston railroad office, foot of Maiden lane. 31

L. R. SARGENT, Superintendent.
Schenectady and Troy railroad cars leave as follows:—From Troy, 7½ o'clock, A.M., daily; 1, P.M., daily, except Sundays; 7½, do., daily. From Schenectady, 3 o'clock, A.M., daily; 9, do., do., except Sundays; 3, do., daily.

Persons going to Saratoga and north should take the 7½, A.M., train; and passengers going west of Schenectady, the 7½, A.M., or 7½, P.M., trains. 31

L. R. SARGENT, Superintendent.

Troy, Ballston, and Saratoga Railroad.—The cars of this road will run as follows:—Leave Troy at 8 o'clock, A.M., daily; do., do., 3½, P.M., except Sundays; leave Saratoga at 9, A.M., except Sundays; do., do., 3½, P. M., daily. 31

L. R. SARGENT, Superintendent.
Lake Champlain Steamboats.—From Whitehall to Burlington and St. John's.—Morning Line on Lake Champlain, making intermediate landings.—Passage, breakfast on board.—The Francis Saltus, Capt. H. G. Tisdale, leaves Whitehall, Tuesdays, Thursdays, and Saturdays, at 6 o'clock, a.m., and St. John's Mondays, Wednesdays, and Fridays, at 6 o'clock, a.m. For freight or passage apply to the captain on board. H. D. FILKINS, Agent, Troy. 31

Passengers leaving Troy, Mondays, Wednesdays, and Fridays, at half-past 3 o'clock, p.m., by railroad and packet, will arrive at Whitehall in time for the above boat next morning. 31

PASSENGER LINE EASTWARD.

Long Island Railroad Company.—Trains run from Brooklyn depot.—Boston train, 8½, a.m., daily, stopping at Farmingdale and St. George's Manor; accommodation train, 9½, a.m., and 5 p.m., for Farmingdale and intermediate places, daily; accommodation train, 3, p.m., for Greenport, daily, stopping at Jamaica, Branch, Hempstead, and Hicksville, and all the stopping places between Hicksville and Greenport. From Greenport depot: Boston train, daily, at 12½ o'clock, m., or on the arrival of steamers from Norwich. Accommodation train at 5, a.m., daily, for Brooklyn and intermediate places. From Farmingdale depot: Accommodation train at 6½, a.m., and 2½, p.m., daily, for Brooklyn and intermediate places.

The steamboat Statesman leaves Greenport for Sag Harbor twice each day, on arrival of the trains from Brooklyn. 31

Baggage crates will be in readiness, at the foot of Whitehall street, to receive baggage for the several trains, 30 minutes before the hour of starting from the Brooklyn side. 31

Regular Mail Line between New York and Boston, via Stonington, Providence, and Newport, composed of the following steamers, running in connection with the Stonington and Providence railroads, and the Boston and Providence railroad: Massachusetts, Capt. Comstock; Mohegan, Capt. —; Narragansett, Capt. Manchester; Rhode Island, Capt. Thayer. Via Stonington, daily, [except Sundays], at 6 o'clock, p.m., from New York, and from Stonington on the arrival of the mail train, which leaves Boston at 5, p.m., and Providence 6½, p.m. The Rhode Island on Mondays, Wednesdays, and Fridays; the Narragansett on Tuesdays, Thursdays, and Saturdays. Via Newport, the Massachusetts leaves New York for Newport and Providence, direct, on Tuesdays, Thursdays, and Saturdays, at 5 o'clock, p.m. 31

New York and Boston Railroad Line, via Norwich and Worcester, daily, from pier No. 1, North river, at 6 o'clock, p.m. The Worcester, Captain Bacon, on Tuesdays, Thursdays, and Saturdays. The Cleopatra, Capt. Dustan, on Mondays, Wednesdays, and Fridays. 31

Passengers, on the arrival of the steamers at Allen's Point, will be immediately forwarded in the splendid and commodious cars of the railroad to Boston, without change of cars or baggage. 31

For Newport and Providence, on Monday, Wednesday, and Friday. This line leaves at 8 o'clock, in the morning, from the foot of Whitehall street, South ferry. 31

U. S. Mail Line for New Haven, Hartford, and Springfield, from Peck Slip, East river, daily, at 6½, a.m., by steamboat New Champion, Captain Joel Stone, connecting with the cars at New Haven, for Hartford and Springfield. Night line for New Haven: The steamboat Hero, Capt. Richard Peck, leaves on Tuesdays, Thursdays, and Saturdays, at 4, p.m. For Hartford, direct, daily, [Sundays excepted], at 4, p.m.—The steamboat Kosciusko, Capt. Le Fevre, every Tuesday, Thursday, and Saturday, and the Globe, Capt. E. D. Roach, will leave every Monday, Wednesday, and Friday. 31

Hoosatic Railroad; Bridgeport and New York.—The steamboat Mutual Safety, Capt. J. B. Lober, leaves New York, from the foot of Market street, every morning, [Sundays excepted], at 6 o'clock, arriving in Bridgeport at 11 o'clock. Returning, leave Bridgeport at 1½, p.m., on the arrival of the cars, arriving in New York at 5½ o'clock. The Nimrod, Capt. J. Brooks, Jr., leaves New York daily, at 2, p.m., and Bridgeport 7, a.m. There are no train of cars running in connection with any boat except the Mutual Safety until further notice.

Tickets, if not purchased at the offices on the line of the road, or on board of the boat, will be charged at advanced prices. Dated tickets positively taken only on the day specified. R. B. MASON, Superintendent. 31

PASSENGER LINES, SOUTH AND SOUTHWEST.

New York and Philadelphia Railroad Line.—Direct. Leaves New York daily, from the foot of Liberty street. Morning Line, 9 o'clock, A.M. Mail Pilot Line, 4½ o'clock, P.M. Fare in first class cars, \$4. Second class cars, 3. 31

Passengers will procure their tickets at the office foot of Liberty street. Philadelphia Baggage Crates are conveyed from city to city without being opened by the way. Each train is provided with a car, in which are apartments and dressing rooms expressly for the Ladies' use. 31

Camden and Amboy Railroad Line.—For Philadelphia and intermediate places. Leaves Pier No. 2, North River, foot of Battery Place, by Steamboat to South Amboy, daily, Sundays excepted, at 5½ o'clock A.M. Passengers will take the cars at South Amboy. Fare to Philadelphia, 3. Forward deck passengers, 25. To Freehold and Monmouth, via stages from Hightstown, 50. To Spotswood and West 75 cents. To South Amboy, 25 cents. To Perth Amboy, Tattens, Rossville and Tuffs, 12½ cents. The steamboat Independence will land at each of the above named places going and returning, leaving Perth Amboy at 5 o'clock P.M. 31

New Jersey Railroad and Transportation Company.—For Newark. Fare 25 cents. Leave New York at 8, 9, and 11 o'clock A.M., and 12½, 2, 3, 4½, 6½, and 8 o'clock P.M. Leave Newark at 7, 7½, 8, 9, 10½, A.M., and 1½, 4, 5½, 7½, 9½, P.M. On Sundays, leave New York at 9 A.M., and 4½ P.M. Leave Newark at 11½ A.M., and 9½ P.M. 31

For Elizabethtown. Fare 31½ cents. Leave New York at 9 A.M., 12½, 2, 4½, 6½ P.M. Leave Elizabethtown at 7, 7½, 8, 10½ A.M., 3½, 6½, 9½, P.M. 31

For Rahway. Fare 31½ cents. Leave New York at 9 A.M., 12½, 2, 4½, 6½ P.M. Leave Rahway at 5½, 7½, 11½, A.M., 3, 6½, 9, P.M. 31

For New Brunswick. Fare 50 cents. Leave New York at 9 A.M., 4, 4½ P.M. Leave New Brunswick at 5½, 7½, 11, A.M., 8½, P.M. On Sundays, leave New York at 9 A.M., and 4½ P.M. Leave New Brunswick at 12 M., and 8½ P.M. 31

The commutation fare between New York and New Brunswick and intermediate places, including the ferry, 65 per annum. 31

Paterson Railroad. Leave New York, 9½ A.M., 12½, 5½ P.M. Leave Paterson, 8, 11½, A.M., 4 P.M. On Sundays, leave New York 9½ A.M., 5½ P.M. Leave Paterson, 8½ A.M., 4½ P.M. Passengers are advised to be at the ferry a few minutes before the stated hours of departure. Office 75 Courtland street. 31

Morris and Essex Railroad. Leave New York, 8 a.m., 4½ p.m. Leave Newark, 9 a.m., 5½ p.m. Leave Morristown, 7 a.m. 31 p.m. Passengers by the morning train to Morristown, will arrive there at 10½ o'clock, where stages will be in readiness to convey them to Schooley's Mountain, Washington, Belvidere and Easton, daily; to Succasunna, Stanhope, Newtown, Milford and Owego on Mondays, Wednesdays and Fridays; and to Rockaway, Dover, Sparta and Newton on Tuesdays, Thursdays and Saturdays. Passengers from Morristown will arrive in Newark in time to take the morning and afternoon trains from Trenton and Philadelphia. 31